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The Hongkong Telegraph

FOUNDED 1861
No. 12, 224

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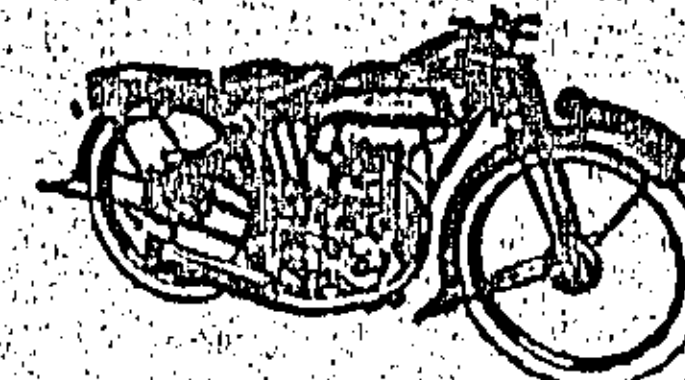
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SATURDAY

MAY 30, 1925

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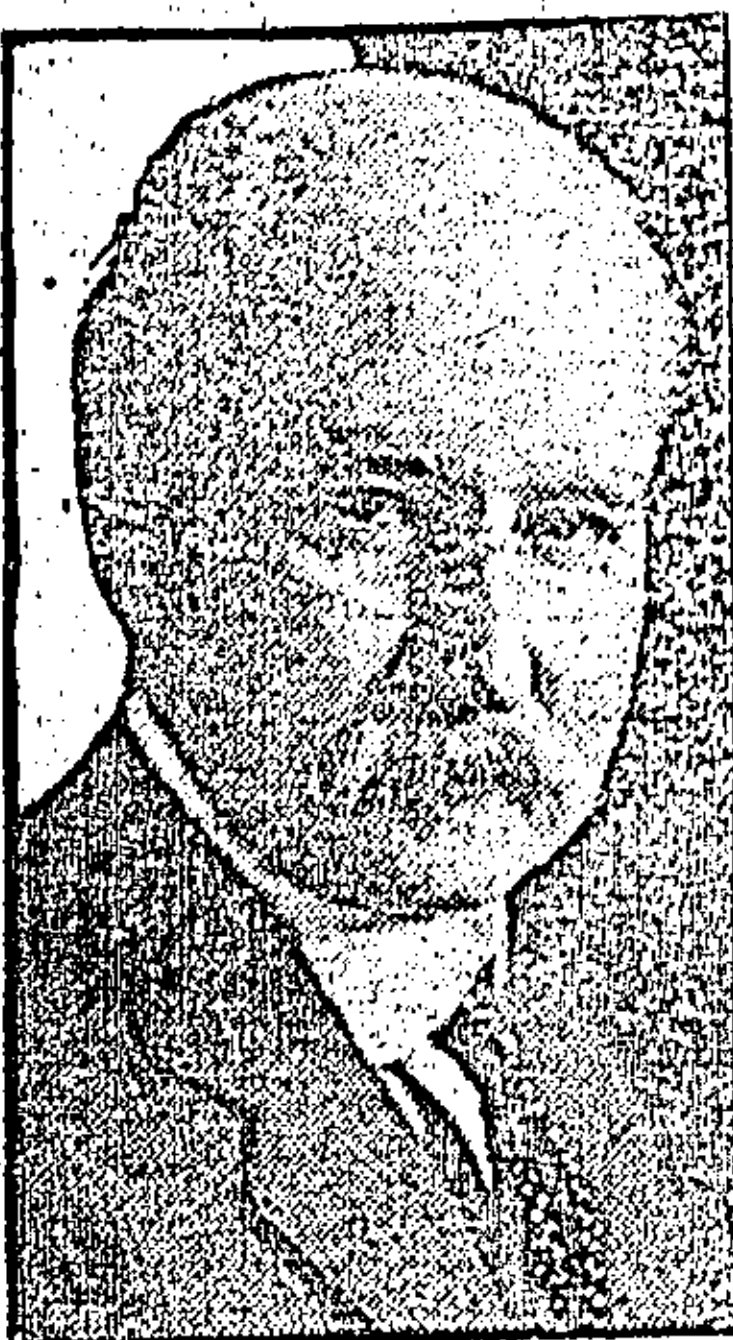
THE DRAGON MOTOR
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OIL LEASES.

DOHENEY AND FALL FOUND GUILTY.

NULL AND VOID.

Los Angeles, May 29.
In the District Court here
Federal Judge McCormack
found Mr. E. L. Doheney, of the



Albert B. Fall.

Pan-American Petroleum Trans-
port Company, and Mr. A. B.
Fall, former Secretary of the
Interior, guilty of fraud, and
conspiracy in connection with
the Elk Hill (California) oil leases,
and contracts for the construction
of storage plants in Hawaii, in
1922.

He stated that Mr. Denby, then
Secretary of the Navy, signed
the agreements under a mis-
apprehension, and the Court



E. L. Doheney.

found for the United States
Government, declaring that the
leases and contracts were null
and void.

The defendants will appeal to
the Supreme Court.

The Doheney companies have
been ordered to pay all the costs of
the suits for cancellation of the oil
leases, but the Court rules that
defendants are entitled to be paid
or credited with the money they
spent on the construction of
storage facilities for crude oil
products at Pearl Harbour, also
the moneys actually spent in
drilling or putting on a produc-
tion basis any wells drilled under
the leases of May 6th or Decem-
ber 5th, 1922. — *Reuter's American
Service.*

THE OAKS.

EIGHT LENGTHS VICTORY.

London, May 29.
At the Epsom races the Oaks
resulted as follows:—
Saucy Sue (30/100) 1.
Miss Gadabout (100/2) 2.
Riding Light (20/1) 3.
Twelve ran. Won by eight
lengths, with the same distance
between second and third.
Place betting was 4/8 Miss
Gadabout and 3/1 Riding Light.
— *Reuter.*

CANTON OUTLOOK.

THE LULL EXPLAINED.

Information from official quar-
ters has not disclosed much
evidence of Soviet activity in
Hongkong unless we except a few
Chinese journals said to be sub-
sidized and controlled by the Kuom-
intang Government in Canton. The
local vernacular paper, the *Chung
Kuo San Man Po*, otherwise the
China Journal, endeavours to
make a strong case against Mr.
Ma Soo regarding the stand he
has taken in the present crisis.
It reproaches Mr. Ma Soo for
having given an interview to the
Hongkong Telegraph, this, in the
view of that Chinese organ, being
"irrefutable evidence that Mr. Ma
Soo was ready to lend himself as
a tool to the Imperialistic
Powers." Of course, this editorial
article contains much violent
and bitter comment.

As to the situation in Canton,
it is reported that General Lau
Tsun-wan, after having spent a
few days in Hongkong, has returned
to Canton on his way to rejoin
his command in the North
River district. His departure is
coincident with developments in
Canton where the military
situation had begun to be more
clearly defined. We find that as
regards the East River and
Swatow districts, Hsu Sung-chi
has started to move in on Canton
but his "Red" shock troops,
under the immediate command
of General Chiang Kai-shek, are
being barred by the Yunnanesse
forces under Yeung Hi-man.

On the North River, the
Kuomintang Government is pin-
ning its faith on the Hunanesse
troops to clear the way back to
Canton in face of the opposition
of the Kwangsi troops under Lau
Tsun-wan.

On the West River, the
Cantonese army under Liang
Hung-kai, who were there to
stem the tide of another Yun-
nanesse invasion under Tang
Chi-yao, are marking time
pending developments in Canton.
Liang Hung-kai is being re-
garded with some dubiety by the
Kuomintang Government, and
efforts have been made to per-
suade Ngai Bong-ping to take up
this command, but that astute
general has so far refused.

KUOMINTANG STRATEGY.

It has become evident that the
plan of the Kuomintang Govern-
ment is to stave off the
Yunnanesse with big promises
pending preparations to crush
the Kwangsi troops under Lau
Tsun-wan. Yeung Hi-man's
representatives in Hongkong say
that this strategy is too trans-
parent, and that nothing will turn
the Yunnanesse from the pact
they have entered into with the
Kwangsi troops to drive the
communists out of Canton.

THE AMATEUR GOLF CHAMPIONSHIP.

WINNER'S EASY VICTORY.

London, May 29.
At Westward Ho, the Amateur
Golf Championship final saw
Robert Harris (Royal and
Ancient) beat K. Fradgley
(Dawlish) by thirteen up and
twelve to play.

The weather was cold, and a
gale was blowing.

Fradgley, who apparently was
very nervous pulled and topped
his drives, and made short ap-
proaches and weak putts. On
the contrary, Harris was steady-
ness personified, and was six up
at the seventh hole. Fradgley
won the eighth, but Harris turned
six up and won the tenth.
They halved the eleventh the
Harris won the twelfth.
Fradgley took the thirteenth, and
they halved the fourteenth
and fifteenth. Harris won the
sixteenth from a fine tee shot,
the seventeenth was halved
and Fradgley booked his drive
and made a short approach
and thus lost the eighteenth.
Harris's record, margin made
the match a mere procession, and
play was tame and colourless.
Fradgley hardly hit a shot in the
second round, whereas the Scot
continued strong and determined
and oblivious of his opponent's
weaknesses. — *Reuter.*

MOTOR TRAFFIC.

SOME NEW LOCAL REGULATIONS.

PARKING SPOTS.

The *Government Gazette* con-
tains lengthy amendments of the
traffic regulation in regard to
motor vehicles, from which we
extract the following:—

A driver of a motor vehicle
when in charge of such vehicle
shall not allow such vehicle to be
driven by an unlicensed driver.

The driver of public motor
vehicle shall carry a brass badge
to correspond with the number of
his driver's license. The badge
will be worn in a conspicuous
position.

All public motor vehicles shall
have a small number plate bear-
ing the registration number of
the vehicle affixed in conspicuous
position inside the vehicle in full
view of the passengers.

A driver of a licensee of a
private vehicle shall not drive or
allow the said private vehicle to
be used for the purpose of hire.

The speed of a commercial
motor vehicle of one ton and
under shall not exceed 15 miles
per hour, and over one ton shall
not exceed 12 miles per hour;
these particulars must be painted
on the near front side of the
body. The weight of the vehicle
must also be painted on the front
outside of the body. In both
instances the words and figures
should be painted black on white.

Public motor vehicles shall
carry a spare wheel and a
serviceable kit of tools to the
satisfaction of the Superintendent
of Police.

In the enumeration of places
where motor vehicles may be left
unattended, "Padder Street, in
the centre of the road, to the
south of the Hongkong Hotel
entrance, and each side of the
road below the entrance" is
substituted for "the Vehicle
Stand situated below the Battery
Path in Queen's Road Central";
Padder Street between Des
Vaux Road Central and Con-
naught Road Central; and "Con-
naught Road Central, north side"
is substituted for "Connaught
Road Central, south side."

In the enumeration of stands
for motor cars and motorcabs,
under the heading "Island of
Hongkong," the following places
are added:—

- Caine Road at its junction with
Elgin Street.
- Caine Road at its junction with
Caine Lane.
- Caine Road at its junction with
Glensay.
- Caine Road at its junction with
Lower Castle Road.
- In Kowloon, motor vehicles
may now be left unattended at
the following places:—
Austin Road opposite Kowloon
Bowling Green Club, south side.
Canton Road, east side between
Salisbury Road and Peking Road.
Middle Road, south side.
Peking Road, south side
between Hankow Road and
Ashley Road.
- Cornwall Avenue.
- Cox's Road.
- Jordan Road, west side.

ITALIAN WORLD FLIGHT.

Koepang, Timor, May 29.
Major de Pinedo has arrived
here. — *Reuter.*

LIMERICKS.

Competitors are remind-
ed that all Limericks for
this week must reach this
office not later than noon
on Monday.
We wish again to stress
the point that the "last
line" furnished by the
competitor must rhyme
with the two first lines.

REPULSE BAY.

THE PRINCE'S VISIT.

(Contributed.)

Through the blue darkness they
came—silently, pulsing with life,
expectation, and thrill, making
the tropical night cool with their
motion, came those numerous
cars along the star-lit roads to
Repulse Bay, some by the short
new road, the more adventurous
by the long intricate way.

Speeding through the night the
cars looked little different, and
their occupants made almost
identical blurs of indistinguish-
able colour. But with the bend
in the road, and the lights from
the brilliantly illuminated Hotel,
each car regained its individ-
uality, and glimpses from within
made one long for more.

It is not every day that a Prince
of the Blood drives along that
wonderful road or dances at the
Hotel—and everything seemed
to realise it. At dinner, the
soup, the shortbread, and
sweets were fully alive to the
fact, and the whole room, with
intimate little tables grouped
round the shining floor, seemed
almost breathless and a-tiptoe
with excitement, though of course
you weren't supposed to notice it.
But you couldn't help but
notice something unusual—it was
in the night breeze that came
through the verandas, in the
swirl of the fans, on the gleaming
tables, and above all in the or-
dinarily expressionless faces of
the waiters—for to-night was
different from other nights, and
everything combined to tell each
other so.

Dinner was over and the Band
was enjoying a well-earned rest
when the "interesting party" ar-
rived. At the risk of appearing
even curious, many eyes in-
stinctively looked in the same
direction. It was the Room's
fault as much as the eyes—for
would she not literally have
opened her eyes with excitement,
if she could—and these things
are infectious.

However, in spite of these
trifles the "elect" seemed in no
way disturbed, and were soon
enjoying themselves as much as
the Room itself, which was fairly
beaming with delight as the
Prince danced tirelessly on her
shining floor.

In and among a delightful
blending of delicate colours, with
smart "shingles" above and little
skimming feet, below, the Prince
gaily danced, and all too soon did
the night wear out.

Perhaps he wondered if he was
in reality thousands of miles
East of Suez, and not back at
the Embassy—at least we like to
flatter ourselves so.

As the Band, which had put
gaiety into the night, rose for God
Save the King, all thoughts
instinctively turned again to that
tall slim figure standing un-
suspiciously among us, and repre-
senting all we are proudest of, and
truest to, in this Colony, and in
the Empire.

"CITY" LINER DAMAGED.

STRIKES COLOMBO BREAK- WATER.

London, May 29.
A message from Colombo says
the steamer *City of Durham*,
bound from Shanghai to New
York, struck the breakwater at
the Northern entrance.

Her stem was set back about
four feet on the waterline. Divers
are ascertaining the extent of the
damage below.

The forepeak is full of water,
and the cargo in numbers one and
two holds is being partly dis-
charged. — *Reuter.*

[The *City of Durham* is a steel
screw steamer of 5,356 tons gross,
and was built for the Ellerman
Lines, Ltd. in 1911, by Palmers
of Newcastle. Her dimensions
are 407 feet length, 51.4 ft. beam
and 30.2 ft. depth.]

REPARATIONS.

GERMANY'S PARTIAL SUCCESS.

COLOGNE QUESTION.

Paris, May 29.

A plenary meeting of the Re-
paration Commission has decided
that Germany has faithfully ex-
ecuted the Dawes plan. The
Conference of Ambassadors asked
the Commission's opinion on this
point, as article 429 of the Treaty
of Versailles requires the ex-
ecution of reparations stipula-
tions, as well as the fulfilment of
the military clauses of the treaty,
before the Allied troops can be
withdrawn from Cologne.

The Conference will now be in
a position to inform Germany
that she has fulfilled one con-
dition of evacuation, but Cologne
cannot be handed over until the
disarmament obligations are fully
carried out. The Conference pre-
sumably will specify the particu-
lar points as to which there is
still a default. — *Reuter.*

BANQUE INDUSTRIELLE.

COURT APPROVES SCHEME OF ARRANGEMENT.

An order for sanction of the
Scheme of Arrangement (Regle-
ment Transactionnel) in con-
nection with the Banque Industrielle
de Chine was made by Sir Henry
Gollan this morning, on the ap-
plication of Mr. F. C. Jenkin.

The petition, after referring to
the fact that the bank went into
voluntary liquidation in 1921 and
that the Scheme of Arrangement
was approved at a meeting re-
presenting debts amounting to
over 20,000,000 francs, went on to
say that an agreement had now
been concluded between the Re-
publics of China and France
settling the question of the basis
upon which payment of the Boxer
Indemnity was to be made. The
unsecured creditors in Hongkong
could now apply for 5 per cent.
U. S. Gold Dollar Notes in the
manner indicated in Article 8 of
the Scheme of Arrangement, the
petition continued, and it also
referred to the fact that unless
the scheme be sanctioned, the
unsecured creditors would re-
ceive only a very small dividend.

Mr. Jenkin said that, except in
one small particular, all requisite
steps had been taken, and he
added that the Scheme had been
sanctioned in all other jurisdic-
tions.

Mr. Jenkin asked his Lordship
to make orders as follows: (1)
sanction of the scheme of
arrangement; (2) costs of wind-
ing-up etc. be paid out of the
assets of the bank; (3) John
Flomington, special manager, to
account and pay over all
monies in his hands to the
Provisional Liquidator and to
be then discharged; (4) all
bonds entered into by suc-
cessors to be discharged; (5)
payment over by the Provisional
Liquidator of all monies in his
hands, or to come into his hands,
except for the sum of \$31,501.52
which is to be retained by him
pending decision of certain rights
thereto; (6) further proceedings
to be stayed except for purpose
of carrying the scheme into
effect; (7) all references to the
carrying out of the scheme shall
be made in the Hongkong Courts
and in no other Courts.

Sir Henry Gollan asked Mr.
Jenkin to prepare the form of the
orders and gave liberty to apply
in Chambers.

Mr. C. G. Alabaster was present
on behalf of the Banque de l'Indo
Chine in connection with the
amount of \$31,501.52, above-
mentioned.

TO-DAY.

Closing Exchange 2s. 9.1/16.
Lighting Up-Time 7.03 p.m.

Bulls and Inners

From the Office Butts.

We are authorised to contradict
the rumour that, in sympathy
with the Oxford trouser move-
ment, a local fashion will be
started which will be known as the
"Holena May, Teddies."

What is Canton coming to?
Hongkong, as usual.

Having noted what all the
prophets say, we have concluded
that we are entering upon a hot
summer.

MacWhirter, he says trouble is
the only production in which the
supply exceeds the demand.

Horse-power is more likely to
get you to Deep Water Bay than
persuasive power, as is now fully
realised by a local lady using the
bus service on the new road.

Talking of pictorial journalism,
we're now waiting for a photo-
graph of what the North Pole
would look like if turned upside
down.

It's a bit discouraging to some
of our young bloods to realise
that some day they may have all
the worries which their bosses
now have.

Hongkong will be famous soon.
The Queen at Wembley watched
our process of match-making.

It appears that General Exodus
is now in command at Canton.

Some of these motorists think
they can prove an alibi if they
mutter "I blew my horn" on re-
gaining consciousness.

One of the things we are look-
ing forward to seeing:—A full-
length oil painting of the personal
equation.

The motor racer who refrains
from fracturing anything other
than speed records may be said
to be getting on nicely.

A Texas negress has died at
the age of 156 years. Her
extended life was due, it is said,
to the fact that she never heard a
nasal tenor sing.

Paddock and Murchison are
going around the world, but you'd
hardly call them globe trotters.

It is said Mr. Coolidge never
drinks anything stronger than
ginger ale. Now you know why
ginger doesn't appeal to him.

Has the old-fashioned girl with
bobbed locks and rolled socks
who used to be called a flapper
become a wife?

Latest scores show that among
batmen Surrey have a Peach.

The nervous gentleman who
persists in taking the outside
seat every morning on the Peak
tram, to the discomfort of
passengers who have to push
past him, should really be fitted
with a parachute in case any-
thing happens.

The latest rumour is that
Henry Ford is to grow his own
rubber trees, but that may be
stretching it a bit.

Some of these ladies' dresses
look better on slender persons
than on slender incomes.

Canton guilds are thinking of
offering a prize for a group
symbolical of Labour. It should
be a striking design.

Brown evening suits for men
are being talked of at Home. In
Hongkong, well-matured gar-
ments of a delicate green shade
are still worn.

MacWhirter says a friend in
need is a friend to avoid.

When a man tosses up between
golf and work, it often takes a
lot of spins before it comes right,
too far! Hellup!

A female mosquito lays 1,000,
000,000,000 eggs in a hundred
days. Help, Mrs. Sangor!

Economy: A Scotsman re-
fraining from brushing the tooth
he is going to have pulled on the
morrow.

MacWhirter, he says a bigot is
anybody who doesn't agree with
you in a religious argument.

Will His Excellency please
give longer notice of future
garden parties? This will enable
the majority of the hotted to have
their hair trimmed in time.

Since the advent of "Brilliant",
Hongkong is a much brighter
place.

Seems that hotel compradores
make a speciality of unpopular
fruit.

Very few Hongkong dentists
stop in the game place twice.

Some folk are so happily
married that they have to go to
a theatre for a really good cry.

The worst of making Bulls and
Inners is that so many of them
are liable to turn out calves and
maggies.

A British food expert says
people are eating less since the
war. Getting ready for the next
rationing, we suppose.

A platitude is an epigram you
have heard before.

One invariable result of share
gambling is that the rich get the
shekels and the poor the
shackles.

The trouble with lots of folk is
that they can never tell the truth,
even to themselves.

A diplomat is a woman who
buys an expensive hat on the
ground that nothing is too good
to go with her distinguished-
looking husband.

Talking of sanitation in the
New Territories, it looks as if
civilisation is just a slow pro-
cess of getting rid of our
prejudices.

There is no truth in the
rumour that as an additional
source of revenue, the Peak
Tramway Company intends set-
ting a fifteen-foot limit to tall
stories released on the trams, and
charging ten cent per foot over
and above the aforesaid limit.

If ignorance is any criterion,
what about taking the gates off
Taipei Railway Station?

A well-known motorist says
the population is becoming more
dense just above the ears.

Some people are never pleased.
The man next desk howled for
three weeks to get a fan. After
it was installed he complained
that it blew out the matches.

Talking about mosquitoes, why
this lull at the Magistracy? Have
they run short of subpoenas?

Jokes about these sophisticated
times no doubt appear funny to
those who have no daughters of
their own.

A hint to the new Telephone
Company:—Ask subscribers to
give the number all five times
at once. This will make for
efficiency.

A visitor from the States was
impressed with some hardwood
carvings from Tientsin. We have
seen examples of this work, in the
form of pears, used to decorate the
fruit plates at some hotels.

This *Dum, Dum di-di* business
may be all right, although some
golf and work, it often takes a
people think *Juder Iscarot* a bit
too far! Hellup!

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EARLIER TELEGRAMS.

PRINCE OF WALES IN AFRICA.

Maseru, May 29.
After postponement for a day owing to rain, the greatest Pitso or council in the history of Basutoland, attended by 50,000 Basutos, including 20,000 horsemen in addition to 1,000 white visitors from Johannesburg, Bloemfontein and other large towns, opened in brilliant weather this morning.

Perhaps the most moving and most impressive scene of its kind during the whole tour was when the Basutos streamed in the whole of yesterday to a mighty camp near Maseru from their towering rugged hill-fortresses (many of which are 12,000 feet above the sea level), mounted on foot swinging battle axes and knob-kerries to do homage to the "great white chief."

Teeming masses of warriors waited all day long clad in brightly coloured blankets in perfect formation and when the postponement of the Pitso was announced the vast assembly moved off without the slightest disorder to the hills where they feasted and sang amid a ring of bonfires.

Eighty-five cattle were slaughtered and 500 bags of meal distributed to the natives who early that morning emerged from the hills in sections of twenty as far as the eye could see, while thousands of riderless horses trotted in saddle and bridled, one man accompanying every 200 of them.—*Reuter.*

MOROCCO CAMPAIGN.

London, May 29.
Reports from French quarters in Morocco show that the tribesmen sustained in heavy losses in recent operations. Over one thousand were killed and wounded in the Bibane region on May 25.—*Reuter.*

Paris, May 29.
The Chamber of Deputies adjourned after lively debate during which M. Briand vigorously protested against the Communist assertion that the Foreign Office was inactive in regards to French and English firms supplying Abdel Krim with arms in 1923. M. Briand added that he hoped France and Spain would shortly agree on measures to prevent this criminal supply of arms. France had gone the limit of her patience in Morocco and only acted after being attacked. Whatever happened nothing could induce France to re-attack. From an international viewpoint France would open the question. Peace could be reached immediately. It only depended on Abdel Krim. A Communist asked to whom the Rif district then belonged. M. Briand replied that it belonged to Spain. Prior to the adjournment of the meeting the socialist parties decided to abstain from voting.—*Reuter.*

Paris, May 29.
In the Chamber of Deputies M. Painleve, discussing the policy of the government in Morocco, said that the occupation of the rich valley of Wergha was decided by M. Poincaré's ministry in order to protect the local tribes against Riffian raids, and was approved by M. Herriot's Cabinet as it would have been by the present government. General Lyantey asked for reinforcements owing to the Riffian invasions so that has would be able to bar the road to Fez. The French troops have not fought beyond the boundary of that area. We do not intend starve the Riffians, but are disposed to allow them to purchase foodstuffs in Wergha provided they renounce pillage.

Abdel Krim could have peace at any moment but on the condition that he should renounce his perpetual raids on the peaceful tribes under French protection in the French zone.

M. Briand said that he hoped for prompt French and Spanish accord with a view to checking the supply to Abdel Krim of arms and ammunition.—*Havas.*

CHINESE CUSTOMS TARIFF.

Paris, May 29.
As a sequel to the Franco-Chinese convention on April 24, regards payment of the Boxer indemnity it is now expected the French Government will ratify at the beginning of June the nine-Powers Convention concluded at Washington in 1921, and the signatories will confer in October in Shanghai on the subject of Chinese tariff and railway matters and unpaid foreign loans. A preliminary conference may be held in order to reconcile the Powers divergent views.—*Reuter.*

JAPAN AND THE PACIFIC.

Riga, May 29.
Soviet politicians are stated to regard disquietingly Japan's growing power along the Pacific and suggest it is high time Washington and Moscow confront the menace jointly. There is talk of a pro-Japanese grouping at Mukden, from which they conclude that Chang Tso-lin has turned his face from Moscow. The Press states that Chang Tso-lin recently offered the British and American Consuls at Mukden to begin an anti-Bolshevik campaign by cancelling the Soviet right on the Chinese Eastern Railway in return for a loan of twenty million dollars.—*Reuter.*

RAILWAY DISASTER.

Longview, Texas, May 29.
Four people were killed and five injured as a result of the International Great Northern passenger train plunging down a steep embankment. The engine and three coaches rolled to the bottom of the incline.—*Reuter's American Service.*

RUSSIANS IN PARIS.

Paris, May 29.
The Foreign Minister has decided not to renew the visas to the passports of 680 Russians who came to Paris after the recognition of the Soviet by France, ostensibly as delegates of export unions, but who were discovered to be acting as communist propagandists.—*Reuter.*

INDUSTRIAL HOME.

DIFFICULTIES OF OBTAINING A SITE.

The site at Stanley for the proposed Industrial Home for Children has, it is understood, been abandoned on the ground of its unsuitability.

Efforts to obtain another site have been made this week.
The Hon. Mr. D. W. Trautman (Secretary for Chinese Affairs), Mr. A. G. M. Fletcher, the Hon. Mr. Chow Shou-sen and a number of local merchants have visited proposed sites in the vicinity of St. Stephen's College and near the Dairy Farm at Pokfulam, but no definite decision has yet been arrived at.

TRAFFIC IN OPIUM.

INDIAN GUNNER AND WATCHMAN CHARGED.

Mian Khan, a gunner of the R. A., and Khaas Khan, a watchman, appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon on charges of unlawful possession of 100 taels of raw opium and attempting to resist arrest, on April 16.

Sub-Inspector Andrew prosecuted and Mr. H. J. Armstrong represented the first defendant, the watchman, having pleaded guilty at a previous hearing.

A Chinese detective stated that he met an Indian at the Star Ferry Wharf on the 12th and was asked if he wanted to purchase opium, as he knew of a person who had the drug for sale. The detective eventually went to the first defendant's quarters at the Gun Club Hill Barracks, where he was shown a quantity of opium by the sergeant. The first defendant asked for \$90 per pound and weighed eight and a half pounds for the witness.

The affair was reported to a superior officer with the result that the following day witness returned to the quarters with the sum of \$1,000 to purchase the contraband. On arrival the first defendant asked to see the money and on being shown the notes he accompanied the witness to Jordan Road.

Hired a Car.
Witness had hired a motor car which was awaiting the party near the monument. The party, which consisted of the two defendants, the Indian informer and

witness were to proceed to a more quiet place to transact the business. No sooner had they arrived at the car than Sub-Inspector Andrew who had been hiding, came on the scene. The Indian informer and witness pretended to take flight while the European officer proceeded to take the two defendants into custody. The watchman had carried to the road a bag containing the opium and he immediately dropped his parcel on the arrival of the police, and attempted to escape up the hill. The Inspector drew his revolver and shot the defendant in the foot. When brought back to the roadway the sergeant offered resistance but was eventually overpowered and arrested.

After corroborative evidence had been taken the case was adjourned till Tuesday afternoon.

THE DERBY.

SOLARIO FIRST NOT WAR-MINISTER.

London, May 29.—A surprising announcement has been made that the racing calendar records Solario fourth in the Derby and not Warminster as everywhere reported. Smyth, Warminster's jockey, states that he finished fourth, a length in front of Solario.—*Reuter.*

London, May 28.—Mr. Morris's winnings through the victory of Manna totalled £50,000.

In addition he bought a half share in the winning ticket of the Stock Exchange sweep, for £3,000, but he disposed of this to Mr. Solly Joel.—*Reuter.*

Manna for the St. Leger.
London, May 20.—Mr. Henry Morris will not return to China



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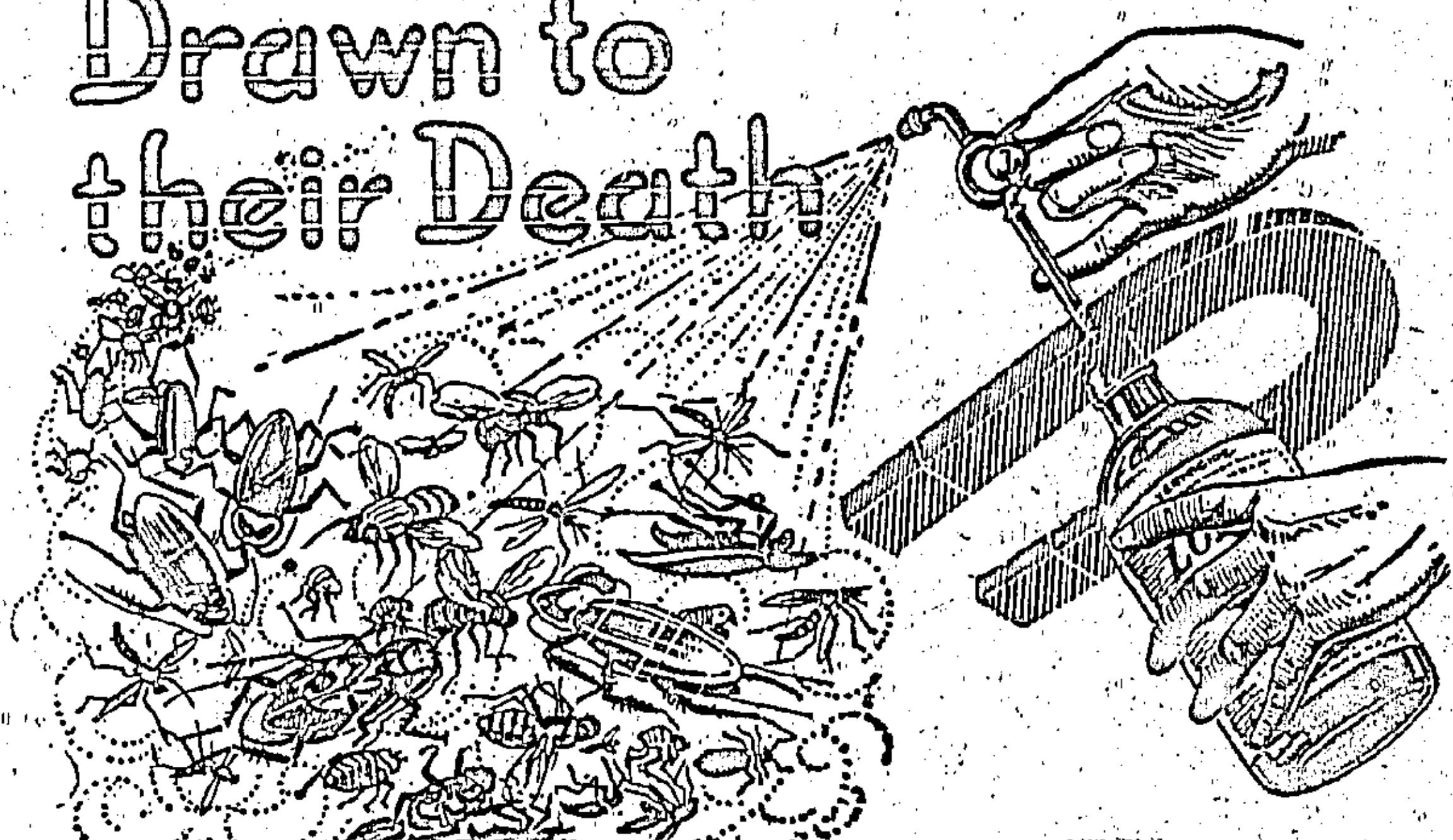
To remove that annoying hoarseness, take an occasional Evans' Pastille. All the germs of influenza, cold, chill or catarrh are killed at once by Evans' Pastille. To allay sore throat, to protect throat and lungs, take

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unless necessary before the St. Leger, in which Manna can meet Picaroon, which was warm favourite for the Derby until he was injured, and Saucy Sue.—*Reuter.*

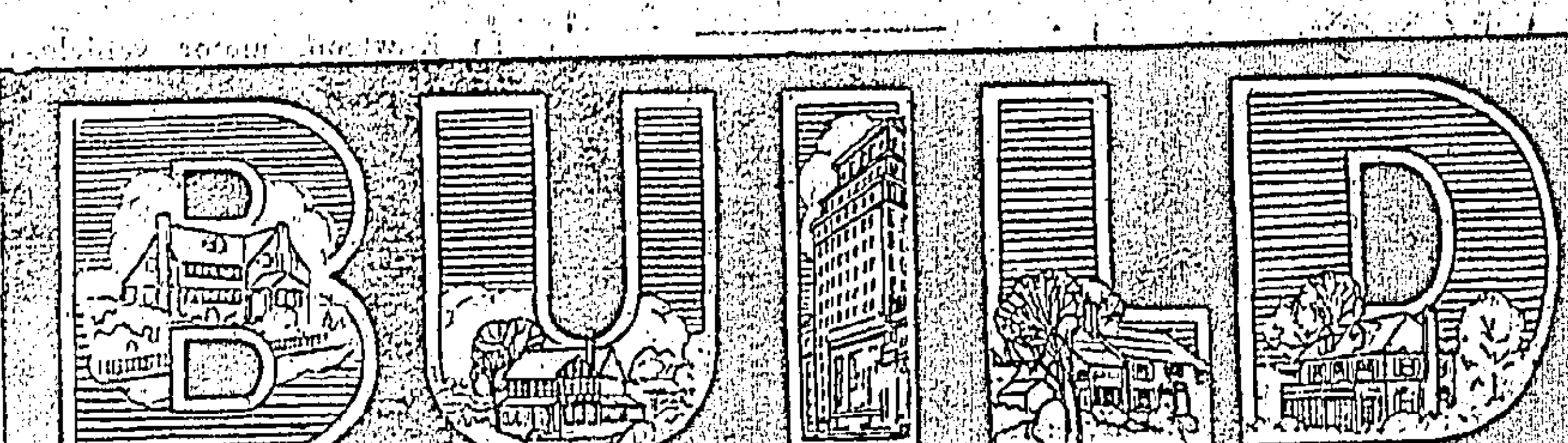
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SHIPS BUILDERS.

Struggle Between Price and Quality.

"If shipbuilding ceased in Great Britain the end of our supremacy in the carrying trade would be in sight." That is the way a shipowner put the matter to me writes a *Manchester Guardian* correspondent. Shipbuilding on a generous scale is of vital importance, not only to the nation actually engaged in it, but to those allied industries in the engineering and iron and steel trades which are associated directly or indirectly with it.

A number of British orders have gone to builders in Holland, and, equally significant, a number of foreign contracts have gone to that country which, with greater parity in cost, would unquestionably have been awarded to British firms. This disturbing factor in ship construction—viewed from the British angle—will have to be met by a broadening of the basis on which men and masters stand, and be supplemented by a patriotism which will recognise the wisdom of encouraging home industry to the fullest possible extent. Those considerations may be put under several headings:—

1. Is it profitable to pay a higher price for the British-made ship than for one made in Holland?

2. Is it good tactics—from the men's viewpoint—for trade unions to insist on conditions which the industry is not able to stand?

3. Can foreign-built vessels hold their own when compared with the products of British yards?

Taking (1), I have the best expert evidence in Great Britain behind me when I state that the British-built ship is worth all the difference in price which now exists between the home-made and the foreign-made vessel.

"WORTH THE DIFFERENCE."

A director of one of the largest concerns engaged in this industry assures me that "it is not economically unsound for British owners to have vessels built in British yards." The argument of the British builder is naturally that the British vessel is worth the difference in the cost over the foreign product. But what do the men who buy the ships have to say? That is what matters. If they are willing to order a foreign ship because of a saving in the first cost then it would appear that foreign competition may ultimately cut the heart out of British production.

I have taken pains to ascertain the general, rather than the individual, view on this point. Putting all these blocks of the puzzle together I got an orderly and satisfactory reply, which reads thus: "British-built vessels are worth at least 26 per cent. more than foreign-built when they are launched." To go into all these details would not interest the public. Ship construction is a highly technical business. To laymen it is full of mysteries. But this much everyone will understand—the British-built ship lasts longer, works easier, costs less for repairs, and has more individuality than a ship built abroad. This high standard will always be the backbone of the shipbuilding industry of Great Britain.

At present the workers in foreign yards receive from 10 to 40 per cent. less wages than men similarly employed here. Materials are also cheaper in many instances in foreign than in British yards. With these things against him, the British shipbuilder has more difficulty than ever experienced before in convincing buyers that the British article is the cheapest in the long run. But of that there can be no doubt, and that is why the industry here will again comb into its own. A craze for cheapness, regardless of quality, is bound to be evanescent.

"I would rather pay 33 1-3 per cent. more for a ship fresh from a British yard than one just launched by the Dutch." A shipowner put it in just those words, and I have had confirmation from others who understand ship values. The return of prowar activity in British yards will, however, depend very largely on the return of general prosperity in the carrying trade. And that must necessarily be gradual. There are too many old ships. It is only when those get past their usefulness that shipbuilding will be back again to where it was ten to fifteen years ago.

AIR SAFETY.

NEW IDEAS TESTED.

Big Strides Towards Stability.

Tremendous strides toward the stabilisation of airplanes were demonstrated at the Croydon aerodrome when the Dutch aviator, Captain Fokker, flew his new monoplane, which is the result of his latest ideas, and Instructor Bullman, of the Air Ministry's Research Department, toyed in the air with the newest machine produced by British inventors.

Both made perfect landings with their engines out, Fokker with nine passengers, including General Sir Sefton Brackenro, air-vice-marshal in charge of civil aviation, and Bullman in his little two-seater.

"It's a wonderful advance in aviation," General Brackenro said as he alighted from the Dutch monoplane fitted with an English engine.

In one test, when about 1000 feet up in a choppy wind, Fokker suddenly purposely stalled his engine. There was a slight but rather slow settling of the tail, and the machine, almost on even keel, began to lose altitude. Then it pitched over so slightly forward, much more gently than many bumps one gets in the average commercial plane. During this time Fokker sat with arms folded, touching nothing.

On one occasion this procedure lasted two minutes, with the machine making virtually no headway, but simply slowly settling toward the earth. Then when about fifty feet from the ground—a very dangerous altitude—Fokker again shut off the motor and his machine descended slowly to a perfectly smooth landing.

The ideas developed by the Home inventors and Fokker are entirely different and neither claims to have reached the stage of perfect stabilisation, which is apparent to even a layman witnessing the tests, but they do assert—and this also is apparent—that they have greatly reduced the danger of flying by constructing machines that will remain on an even keel for several minutes, if necessary, before going into a spin, the cause of most casualties.

The Fokker machine outwardly looks exactly like the passenger-carrying monoplanes in the regular London-Amsterdam service, but is so constructed that the centre of gravity is further toward the tail of the craft than in ordinary machines. Virtually the same performance was exhibited by the British aviator as by Fokker, but in different fashion. His plane was fitted with slotted wings that so divert the air currents in case of a stall that the machine remains on even keel. The little two-seater was almost stationary several times when the engine was cut out. Similar slotted wings soon will be fitted to regular commercial planes flying between London and Paris and other points on the Continent.

While its designers do not yet claim anything of perfection, they do maintain that the machine is advanced enough to make almost impossible an accident such as happened at Croydon several weeks ago, when eight persons were killed. The machine is so fitted that it can not nose dive within 100 feet or more, which will prevent the accidents that often happen when the pilot is taking off, and if the engine should stall at a greater altitude the pilot has time to do a bit of thinking before he finds himself in an inextricable dive.

Bullman believes the British idea more feasible than Fokker's and agrees that there is plenty of room for further development. Fokker also said today that he was far from perfection, but feels he has made a long step toward safety in flying.

BASEBALL.

TO-DAY'S PRACTICE GAME.

The Hongkong Baseball Club has arranged a practice game to be played with the Filipino Club nine at 4 p.m. to-day, at the Happy Valley Diamond.

The Americans will probably line up as follows: Latie, Catcher; Werschul, D. Shank, Dome, Pitchers; Harlow, 1st Base; Church, 2nd Base; C. Shank, Short Stop; E. Wilson, 3rd Base; Lane, Hogan,



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Glaxo is the food that has been used in six Royal Nurseries, where Court Physicians see that Royal Babies have the best.

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Ask your Doctor!



"Builds Bonnie Babies"

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W. R. LOXLEY & CO.
Sole Agents.

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A meeting of all interested in the formation of the baseball league is to be held early next week, after which it is hoped to get baseball in full swing for a successful season.

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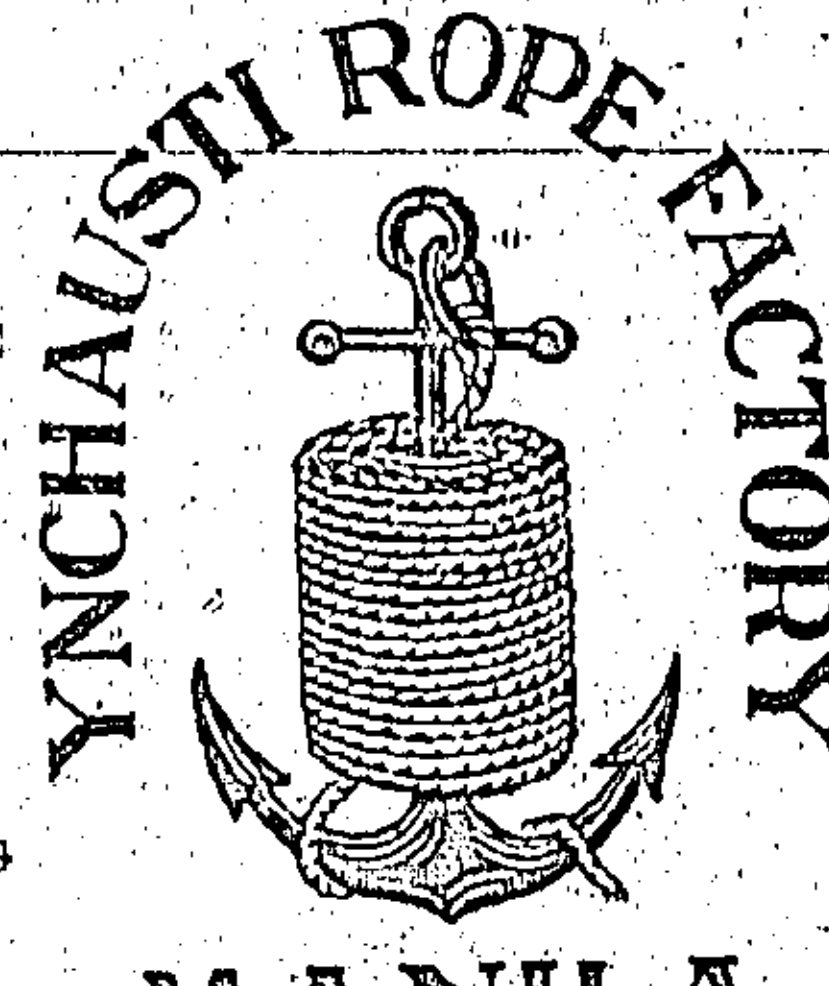
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THE LIGHT OF HOME

When the day is done and the quiet evening hour of rest or recreation is come, let the soft, restful light of Philips' Argenta Lamps be the light of the home.

They create a cheerful atmosphere of home comfort, whilst their soft light is ideal for reading. Argenta Lamps will make your living room the cosy corner of your home.

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that the best evening advertising medium

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Colony of Hongkong is the "HONGKONG TELEGRAPH" 25 WORDS:

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{ \$1.50 if not prepaid. }
Please State if Box No. is required
The following replies are awaiting collection at this office:—
1314, 1320, 1341, 1342.

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WANTED.

WANTED.—Two Bachelors to complete mess in modern well furnished flat in Kowloon. Apply in first instance to Box No. 1332 c/o "Hongkong Telegraph."

PREMISES TO LET.

SPACIOUS OFFICES. Second floor, China Building. Premises now available. Inspection any time during business hours. Apply The Hongkong Excavation, Pile Driving & Construction Co., Ltd. 2nd Floor, Powell's Building.

PRIVATE BOARD RESIDENCE with quiet British family, 1 Victoria Gardens, Kowloon, 1 minute from ferry, next door rear Hotel, terms very moderate.

TSINGTAU. PENSION EGAR. Family Pension at moderate rate. Home comfort, excellent cuisine. Beautifully situated overlooking city and bay. Telegrams "Egar." M. Hardsel, Proprietor. P.O. Box, 15, Tsingtau.

TO LET.—1st. July. THE BLARNEY STONE, Victoria Road, 7 small-roomed house, close to sea, garage, flush, telephone electric and gas fittings, 20 minutes' walk from Kennedy Town tram terminus. Please apply Post Office Box 42.

TO LET.—New Built 3-storeyed European House and Flats, below 11, Babington Path. Each flat contains 2 to 4 rooms, with verandahs, besides bathroom, kitchen, and servants' quarters. Immediate possession. Rental moderate. For further particulars apply Box No. 1341 care of "The Hongkong Telegraph."

FOR RENT.—In best residential part of Kowloon, neat and up-to-date flat with all modern conveniences, from July next. Fixtures and furniture, all of the very best, below cost. Apply Box 1345. c/o "Hongkong Telegraph."

TO LET.—2 newly-constructed 3-storeyed semi-detached houses with garages attached situated on Inland Lot 2365 Stubbs Road marked by signboard of Shun Shing Contractor just a little above Morrison Gap Road. Occupation about June 1st. Apply Sang Koo, New Bank Building.

FOR SALE.

TO BE SOLD at The Peak a five-roomed house with garden, convenient situation Box 1344 c/o "Hongkong Telegraph."

TONGKING—HAIPHONG.

FOR SALE.—Soap factory and oil mill 300 tons monthly. Fine building good situation also including trade marks. Apply to RAUZY HAIPHONG.

TONGKING—HAIPHONG.

FOR SALE.—Godowns 22,000 and 41,000 square feet along side canal HAIPHONG harbour, private wharves. Can be sold separately. Apply RAUZY HAIPHONG.

SHIPS FOR SALE

NEW AND SECOND HAND Communicate with CAPT. J. R. PATRICK, 503, Hongkong Hotel.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on MONDAY, the 1st. June.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Wednesday, the 3rd. June.

INSURANCE OFFICES.

NOTICE.

WHIT MONDAY AND KING'S BIRTHDAY HOLIDAYS.

NOTICE IS HEREBY GIVEN that all Fire and Marine Insurance Offices will be closed for the transaction of public business on Monday, 1st and Wednesday, 3rd. June, 1925.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries,
Fire Insurance Association of Hongkong,
Marine Insurance Association of Hongkong & Canton.

The Empress Store

58, Nathan Road, Kowloon.
Hongkong, 29th May 1925.

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NOTICE.

THE Public is hereby notified that on and after Tuesday June 2nd, the following fast trains on Sundays and Public Holidays will be discontinued.

8.35 a.m. Kowloon to Shum Chun.
5.20 p.m. Shum Chun to Kowloon.

H. P. WINSLOW,
Manager.
Kowloon-Canton Railway.
Kowloon, 30th May, 1925.

THE "STAR" FERRY COMPANY LIMITED.

THE "Star" Ferry Company, Limited desires to draw the attention of Ferry Passengers to the Company's Bye-Law No. 5, which reads:

"No person shall alight or attempt to alight from or shall enter or attempt to enter any launch while in motion or shall alight or attempt to alight from or enter or attempt to enter any launch except by the proper entrances or exits and no person shall climb over or attempt to climb over any barrier or gate erected on any wharf used by the Company's launches." Any person committing a breach of this Bye-Law will be liable to prosecution.

Hongkong, 29th May, 1925.

EX-ACTIVE SERVICE MEN'S ASSOCIATION, 1914-1918.

EASMA BEACH

OWING to MONDAY June 1st and WEDNESDAY June 3rd being Public Holidays the Bathing Beach will be open on those days.

Launch will leave Blako Pier each day at 4.00 p.m.
The Launch will NOT run on TUESDAY and THURSDAY next.

T. N. MACREYNOLDS,
Hon. Secretary.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Registered Office of the Company, Queen's Building, Victoria, Hongkong, on Tuesday, the 2nd day of June, 1925, at 11 o'clock in the forenoon, when the subjoined Resolutions which were passed at Extraordinary Resolutions at the Extraordinary General Meeting of the Company held on the 18th day of May, 1925, will be proposed for confirmation as Special Resolutions, viz:—

(1) That the Articles of Association of the Company be altered in manner following that is to say by the deletion of Article 17 and by the substitution thereof of the following Article namely:—

"17. So long as the issued capital of the Company shall not exceed \$5,000,000 no member shall be entitled to be registered as the holder of more than 3,000 shares of the Company. Should the issued capital of the Company be increased beyond \$5,000,000 the number of shares in respect of which a member shall be entitled to be registered shall be increased proportionately, but no member shall be entitled to be registered in respect of a fraction of a share."

(2) That the authorised Capital of the Company (which is now \$5,000,000 consisting of 60,000 shares of the nominal value of \$50 each the whole of which have been issued) be increased to \$10,000,000 by the creation of 140,000 additional shares of the nominal value of \$50 each ranking (subject as hereinafter mentioned) for dividend and in all other respects *pari passu* with the shares constituting the Company's present issued Capital.

(3) That 60,000 of the said 140,000 new shares be offered in the first instance (in the proportion of one new share for every old share held by them respectively) to the members of the Company who on the 10th day of June, 1925, are registered in the Company's share Register as the holders of the said 60,000 old shares at a premium of \$10 per share.

(4) That the aforesaid offer be made to members by notice specifying the number of new shares to which a member is entitled. That a member whose registered address is situated in the Far East or his nominee shall pay for such new shares accepted by two instalments, i.e. one instalment of \$30 per new share to be paid on or before the 15th day of July, 1925, and a further instalment of \$30 per new share to be paid on or before the 15th day of October, 1925, and such member or his nominee who has not accepted and lodged with the Company's Bankers the first instalment due on such new shares on or before the 15th day of July, 1925, will be deemed to have declined. That a member whose registered address is situated outside the Far East or his nominee shall pay for such new shares accepted by two instalments, i.e. one instalment of \$30 per new share to be paid on or before the 15th day of July, 1925, and a further instalment of \$30 per new share to be paid on or before the 15th day of October, 1925, together with interest calculated at the rate of 6% per annum on the total amount then payable for the period from the 15th day of July, 1925, until the date of receipt of payment by the Company's Bankers and a further instalment of \$30 per new share to be paid on or before the 15th day of December, 1925, together with interest calculated at the rate of 6% per annum on the total amount then payable for the period from the 15th day of October, 1925, until the date of actual receipt of payment by the Company's Bankers and a further instalment of \$30 per new share to be paid on or before the 15th day of January, 1926, together with interest calculated 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Monday, 1st June 1925, s.s. "SUI AN" leaves Hongkong at 9 a.m.
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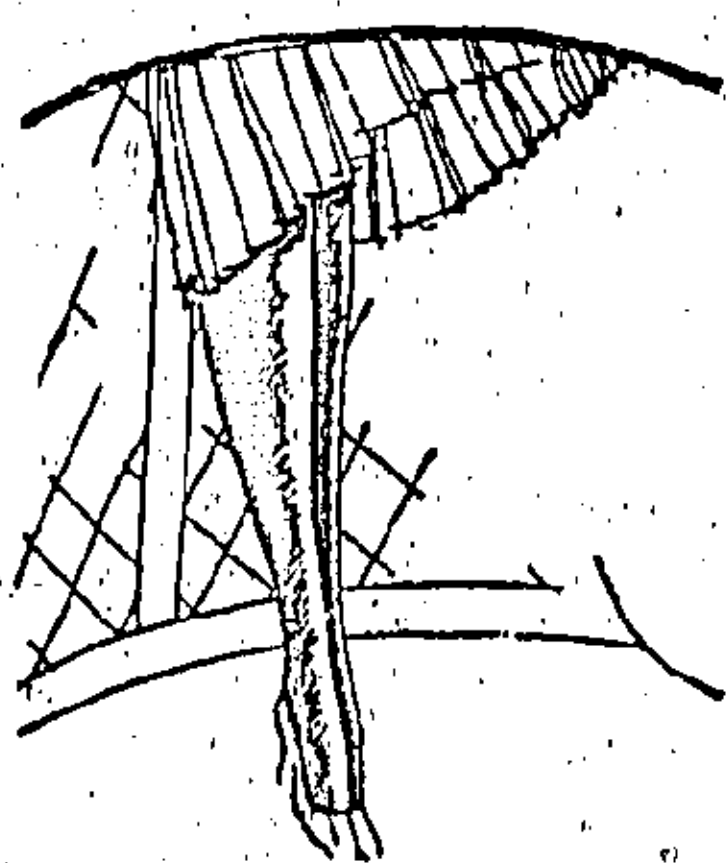
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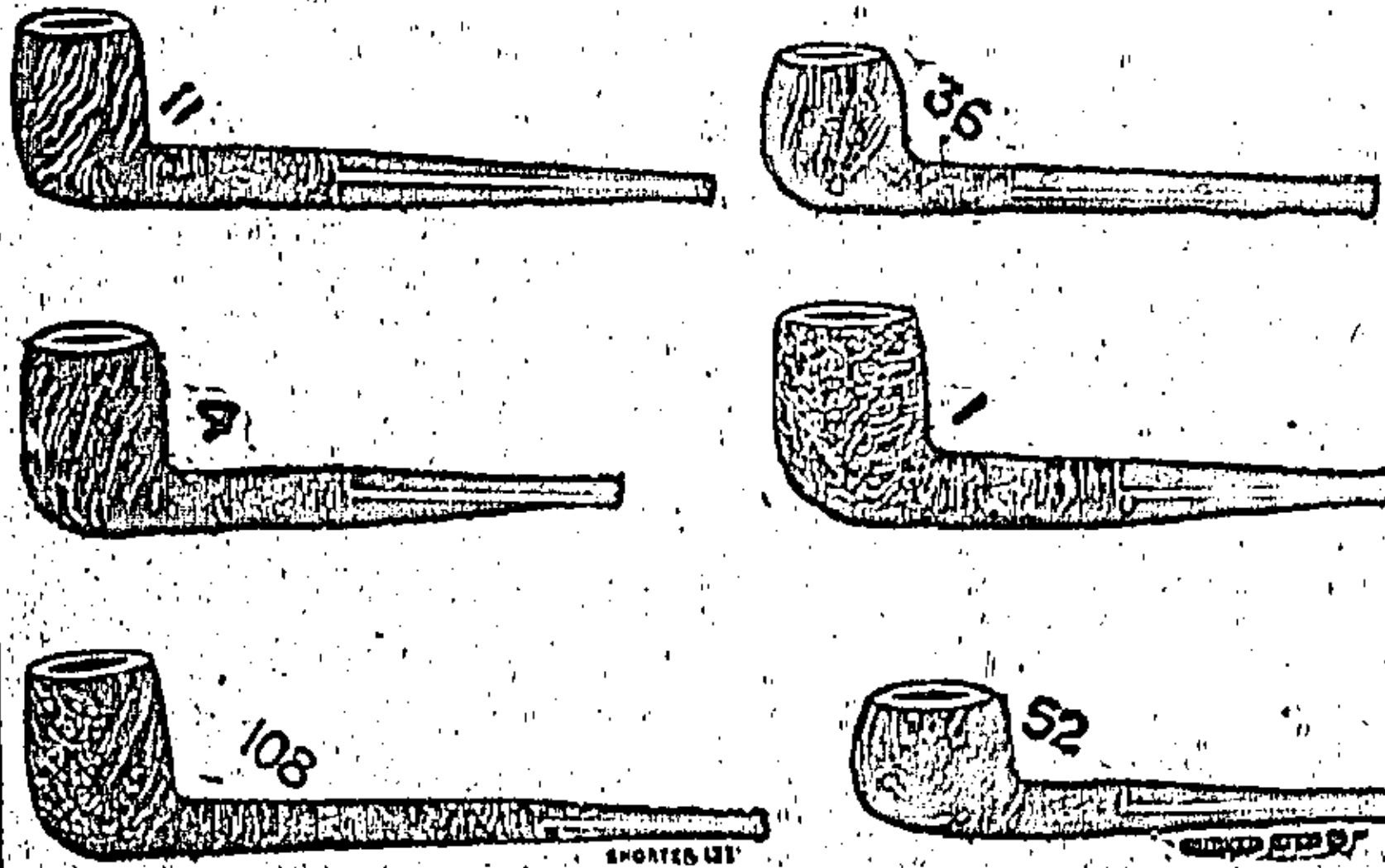
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LEADING TOBACCONISTS IN THE FAR EAST

NAVAL SAFETY.

COMRADESHIP OF THE EMPIRE.

Admiral's Views.

Admiral of the Fleet Lord Jellicoe, late Governor-General of New Zealand, was the guest of honour at the monthly luncheon of the Overseas League at the Criterion Restaurant, London, the other day. He was accompanied by Lady Jellicoe.

Lord Jellicoe, who was received with loud cheers when he rose to respond to the toast proposed by Sir Ernest Borch, said he and Lady Jellicoe had left New Zealand with the deepest regret, because during the time they spent there—rather more than four happy years—they had met with the most open-hearted kindness, with the greatest good will, and with every symptom and evidence of cordiality. The regret of Lady Jellicoe and himself at leaving it was shared equally by their children, who at Tilbury had said, "Let's get on board that ship which is going out again, and go home to New Zealand."

In New Zealand, Lord Jellicoe continued, the people were very full of their pride of race. There was a tendency in England to run down everything British. Even before he went to New Zealand he often noticed that Englishmen thought, or, rather, said, that everything was good that was not British, and nothing that was British was really good. Everybody criticized the British, but they criticized themselves more than anybody else. In New Zealand the people said of themselves that they were more British than the British, and the speaker thought that was perfectly true. Well over 90 per cent. of them were of British descent, he said, and added, "I don't think you can say that of the people of England at the present moment." (Laughter.)

THINKING IMPERIALLY.

The people in New Zealand thought Imperially. They realized to the full what it meant to themselves and to the Empire if the Empire held together. (Cheers.) They realized that their existence, or, rather, their prosperity, depended on the safety of the sea communications of the Empire. In this country not only the prosperity but the very existence of the people depended on this safety. League's such as the Overseas League did much to bring to people's minds what the Empire stood for, and what was necessary to keep it together. "This league stands first for comradeship," said Lord Jellicoe, "and comradeship is wanted to-day more than it was ever wanted before. There is an interdependence between the Mother Country and the Overseas Dominions that can never be too much emphasized."

Lord Jellicoe recalled the great services of the Dominions to the Mother Country during the war, and observed that in the straitened financial circumstances of this country to-day the Dominions had much to do, and were doing much, to support the British Navy. The great Australian Commonwealth had just launched a programme which would

be of the greatest assistance to the Admiralty in maintaining the freedom of the seas. (Cheers.) New Zealand was following suit by taking upon herself the maintenance of a second light cruiser. (Cheers.) "As these Dominions increase in population and wealth," he said, "they will, I feel, do more and more to help the Old Country to maintain the sea communications which are absolutely essential to the safety and the prosperity of the Empire as a whole."

"The most important thing for consideration by both this country and the Overseas Dominions at the present time is the question of overseas settlement. If anybody can further good schemes of overseas settlement he will be doing immense service to the whole British Empire."

VANISHING ENGLISH WINDMILLS.

Where Still To See Them.

The movement for the preservation of Dutch windmills, embodied in the society, "Holland's Mills," to which the *Observer's* Dutch correspondent has drawn attention, might well be emulated in respect to English windmills says a correspondent to that journal. For years past they have been neglected and dying out. Only last month a picturesque post-mill at Leavenworth, in Essex, which was said to have been standing for 300 years, was demolished. They do not always go in this root-and-branch. What more generally happens is that they are left to mere decay. Repairs are neglected. Sails drop away from the sails; fragments of the timber drop here and there, and rain, wind, and careless destruction do the rest, until the building is left to be a mere ragged and dismembered trunk like the battered old bulk on Coulston Common—to name one of those nearest to London.

It is a most regrettable thing that the windmills should disappear. Of all the buildings of man's making, they are, and always have been, next to churches, the most conspicuous buildings in the landscape, to which they have always added an artistic beauty comparable to that of a sailing ship on the sea, accentuating by their tall towers and spreading sails every lift above the natural levels of the country.

PRE-STEAM MACHINERY.

Their external beauty and appearance has been familiar to all and particularly to those brought up in the country thirty, forty, or fifty years ago, when the mills were still working in vast numbers than the attenuated battalions of to-day. Their internal beauty of form and mechanism is not, however, so well known. Windmills lie remote from busy haunts. They work nowadays but spasmodically, and the ordinary man gets fewer opportunities of clambering from floor to floor in their dusky interiors to lumbering music of their great machinery. And what machinery it is! Hand-made, of immense timbers and hand-wrought iron, the machinery of a windmill is perhaps the finest example in the world of what could be done in the way of gathering, transmitting, and applying mechanical

power before steam engines and blast furnaces signalled a revolution in the making of machinery.

There are two main kinds of windmill—the post mill and the tower or smock mill. In the first, the whole body of the mill, usually of timber, square, oblong, or octagonal in shape, revolves on a central post. In the other—a later evolutionary form—only the dome or cap of the mill which carries the sails revolves, the power to send the heavy roof round on rails being furnished by a little subsidiary set of sails, cocked up aloft above the projecting platform or gallery which makes these smock mills so picturesque. The number of sails is usually four, but sometimes there were six. Until quite recently there was a six-sailed mill near Lowestoft. They can still be seen in East Lincolnshire, and in Boston there is a mill with the odd number of five sails.

MILLS NEAR LONDON.

Although the only windmills quite close to or in London still remaining appear to be that at Wimbledon Common and the "trunk" of one at Brixton, there must have been many all round the outskirts of medieval London, if the Windmill Inns (as at Clapham Common and elsewhere), the Mill Rows (as at Haggerston) and the Mill and Windmill Hills signify. Farther out there were plenty, as at Coulsdon and Reigate, but it would seem that they were never as plentiful on the North Downs as on the South hill ranges and I do not recall one on the actual crests of the North Downs in Surrey. On the other hand, there were many on the South Down heights—of which a few remain in shell or whole, as at Friston, Rottingdean, Patcham, Clayton West Blatchington, and Halaakor. Then, too, there were many—and still are several—on the subsidiary heights just below the South Downs, e.g., at Ringmer, Ditchling Common, Chailley, Jolesfield, Ashurst, and Shipley. Of these the last named is a mighty and wonderful specimen of six floors, close by Mr. Hilaire Belloc's Sussex home.

ESSEX AND THE FENS.

In the north-eastern corner of Essex, too, there still remain a few windmills, some of which still work and in this level country they can be seen like the church towers, from afar. But in all England there is not and never has been, any such conglomeration of windmills as in the Fens, and particularly in East Lincolnshire. Here they add to the charm of railway or motor journey in every direction, for every tiny town has the outline of its clustered buildings broken by the towers of the church and the mill, or often, of two mills. Town after town in the fens, whether it be March, or Boston, or Bourne, or many another, lives in memory by its buildings outlined in all of them. Next only to the great eastern churches, the mill or the mills are the boldest, most notable and most characteristic of the buildings.

Windmills are worth preserving for their artistic influence on otherwise undistinguished landscapes, and as survivals of medieval conditions and of a vanished handicraft of wonderful skill. England might do worse than start a movement for their preservation, for they are rapidly disappearing.

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LARGEST
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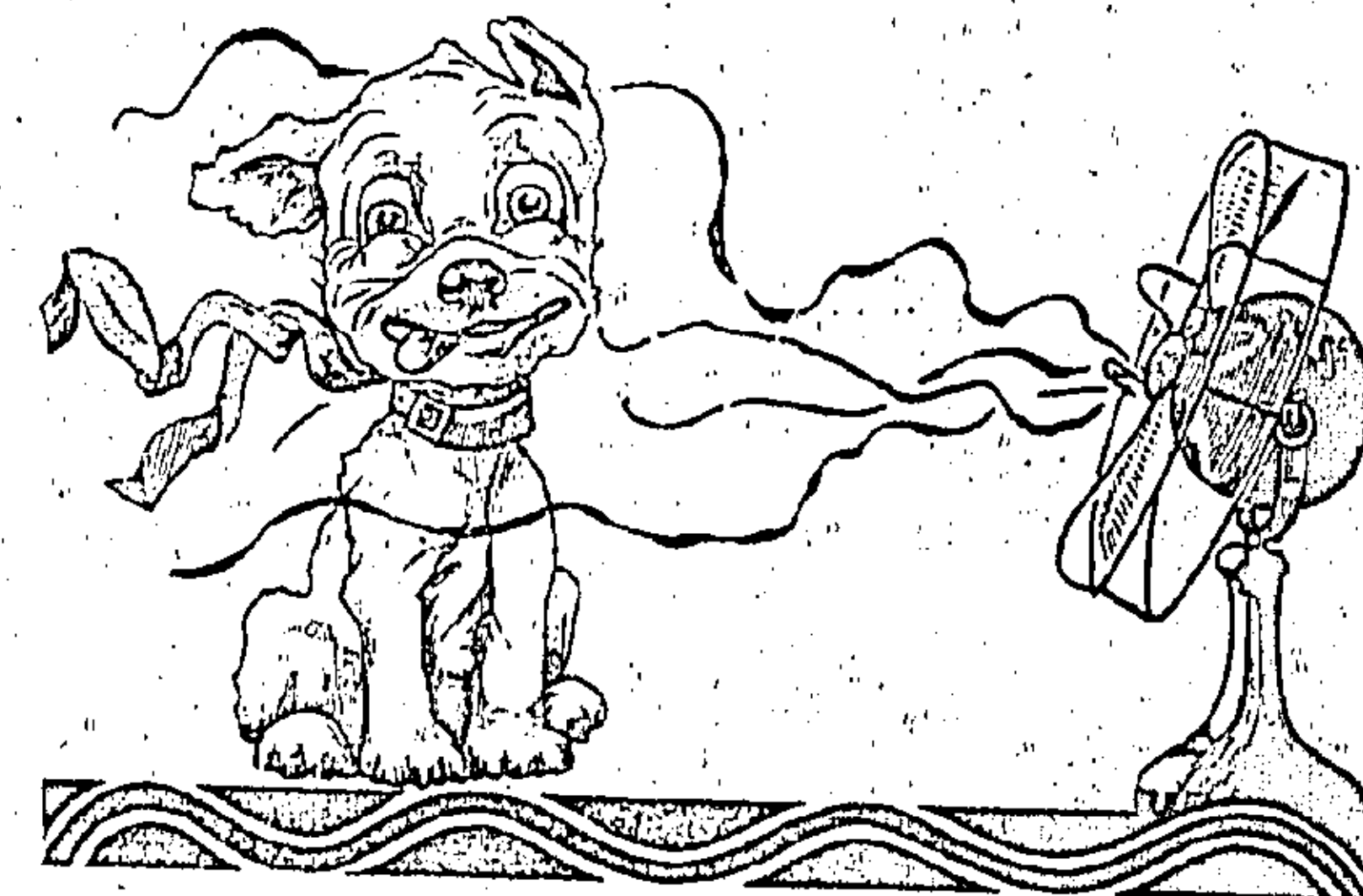
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THE "dog days" are coming. Many generations ago our ancestors held the concurrent rising and setting of the dog-star with the sun to be responsible for the prevalence of hot weather for a period of forty days, twenty before and twenty after that event—a delightful climatic exactness which the oldest man living in our village cannot recollect.

REMEMBER! A Fan in May keeps the doctor away, as it does also at any other time between the vernal and autumnal equinoxes.

BE SURE your Electric Fan is ready for immediate use as soon as the mercury demands it.

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Showroom:

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The collar that
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HONGKONG HARDWARE CO.

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CRANE AT SEA WALL CAPABLE OF

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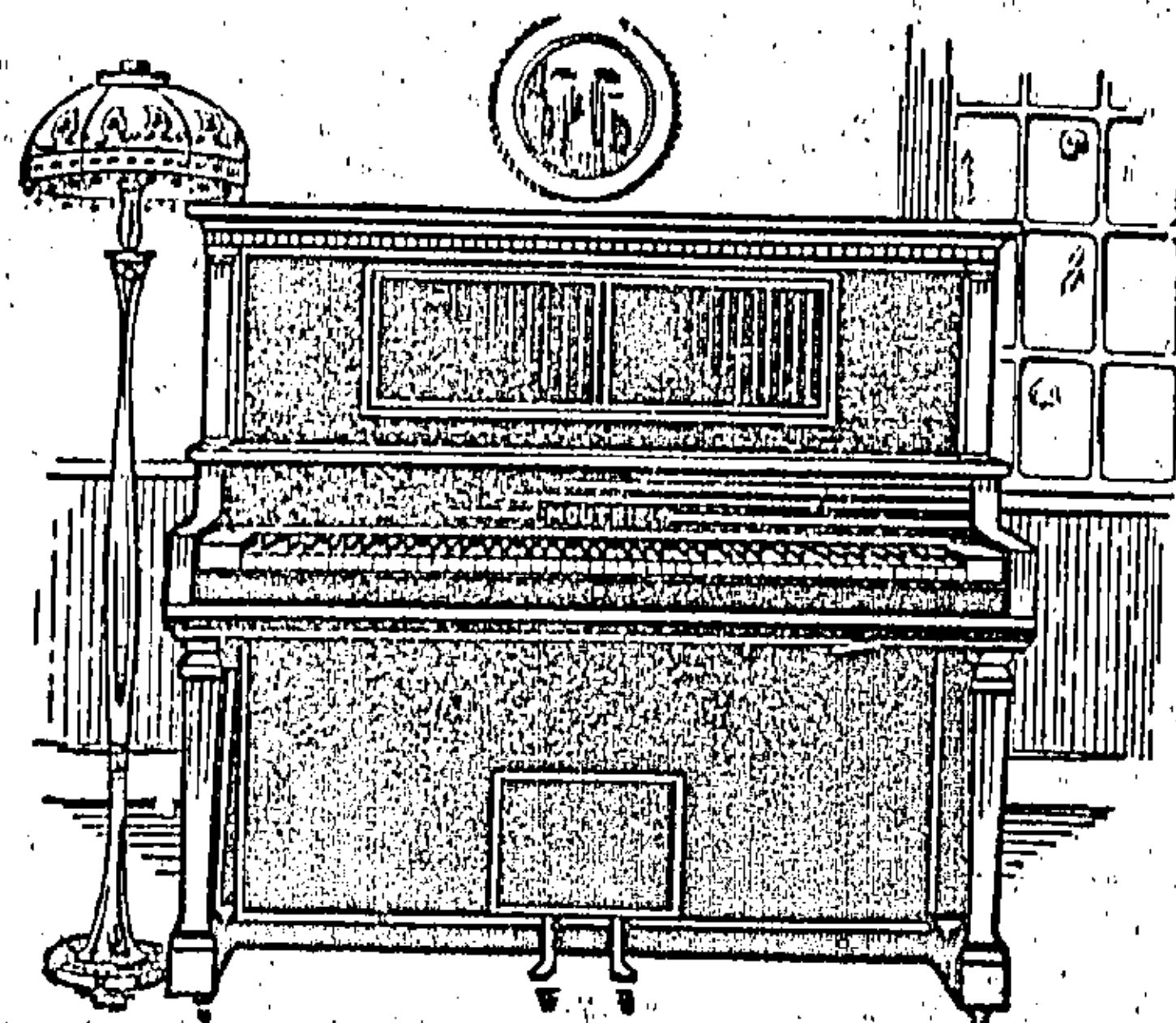
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UNSHRINKABLE!

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Cotton Handkerchiefs

Packed in neat boxes of a dozen

Price per box - - - - \$6.50

Summer Shirts

and Here are some of L.C.'s
New Seasons Prices:-

Ties Silk Bow Ties - - \$1.50

Silk Wide End - \$3.00

Sports Shirts - - \$5.50

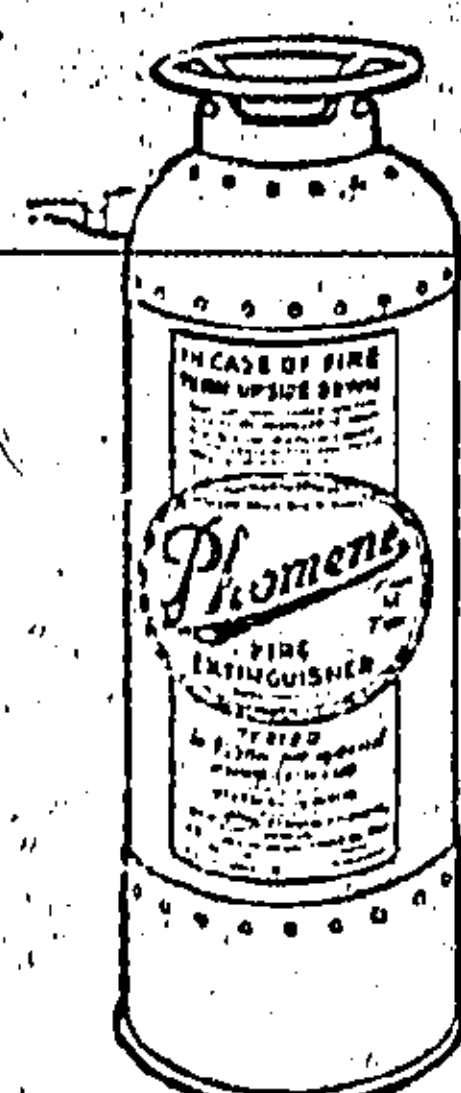
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Gentlemen's Outfitting Dept.

"PHOMENE" FIRE FIGHTING APPLIANCES.

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FOAM EXTINGUISHERS—MADE
IN LONDON BY BRITISH
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LANE, CRAWFORD, LTD.

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Phone Central 1186.

BIRTH.

BRITTON.—On 26th. April, at
Oxford to Mr. and Mrs. F. A.
Britton, a daughter.

The Telegraph.

HONGKONG, 30th May, 1925.

RAILWAY LOSSES.

The closing of the Chinese
section of the Canton-Kowloon
Railway has meant heavy losses
for the Colony of Hongkong, in
which connection we notice,
according to the annual report of
the British section, just issued,
that our claim against the
Chinese section up to the end of
last year came to no less a sum
than \$473,397.10. This figure is
made up of \$412,299.62 on account
of suspension of through and joint
sectional traffic, and \$61,097.48
for hire of rolling stock, demur-
rage and rebates. Since that
time, of course, further losses
have been sustained, and the
question naturally arises in the
minds of Hongkong ratepayers
whether we are ever likely to get
this money back again.

Replying to a question at a
meeting of the Legislative
Council last July, the Colonial
Secretary stated that an account
of the losses was being kept
under the Railway Agree-
ment, but whether we should
be able to recover our
losses he did not know. To
our way of thinking, that is a
most unsatisfactory position in
which to leave the matter. It is
surely a question of the carrying
out of the terms of a signed
agreement. Either the money is
due to Hongkong or it is not;
and if it is, then there ought to
be ways and means of securing
it. After all, Hongkong rate-
payers are entitled to some con-
sideration in the matter; they
cannot be expected to go on sink-
ing money in the railway in-
definitely without any prospect of
repayment of losses. Yet at the
present moment we hear talk of
Hongkong loaning the Chinese
section more rolling stock, and,
if a Canton contemporary be
correct, advancing money as well.

We realise that the Chinese
section has been hard hit by the
continued unrest in and around
Canton; but that is no fault of
Hongkong's. However much we
sympathise with that city in its

troubles, business is business;
and the time must come when a
halt be called to this process
of throwing good money after
bad.

Amundsen's Fate.

There will be general relief at
the news that after all it is
possible that Capt. Amundsen
is merely spending a few days at
the North Pole prior to making a
start on the return journey.
Earlier reports indicated that his
intention was to fly back to
Spitzbergen almost immediately,
and when he did not put in an
appearance within forty-eight
hours it was presumed that he
had met with a mishap of some
kind. However, as he had three
months provisions with him, no
immediate anxiety was felt, but
it was deemed just as well to
institute a relief expedition. Yes-
terday, it was announced that
Amundsen's intention was to
stay about a fortnight at the Pole,
probably in order to take import-
ant scientific observations, and
thus the search party will not set
out until this period of grace has
passed without the explorers
putting in an appearance. We
might yet hear that everything is
quite well with the adventurers
in Arctic regions, and all the
present anxiety be turned to re-
joicing; but in the meantime it is
as likely as not that the
project has proved a more hazar-
dous one than was expected, and
that the relief party will be very
welcome. In any case, everyone
is sure to hope that the veteran
Polar explorer has not met with
any accident, and is safe and un-
hurt, and merely marooned for a
spell in the cold regions he knows
so well. It would be a sad thing
indeed were his final bid for the
Pole, with the aid of the latest
means of quick progression, to
have turned out a sorry failure,
or even a disaster.

Prince George's Visit.

Hongkong has had Prince
George in its midst for twenty-
four hours, and a large number of
the community have had an op-
portunity of meeting the King's
youngest son. Though there was
not much chance of a public greet-
ing to the sailor prince, there was
no lack of interest and enthu-
siasm, as shown by the crowd
that gathered at the Kowloon
wharf in the hopes of seeing his
arrival. On the steamer by which
he has travelled out to the
East, Prince George entered into
all the life of shipboard, and the
snapshots which he posed for
prove how readily he associated
with his fellow travellers. Here,
also, he mingled freely with a
number of people in public, and
even the brief glimpse of him that
was vouchsafed to the Colony
proved him to be as winning a
personality as one has grown to
expect with members of the British
Royal family. In the cooler
weather we shall have further
opportunities of observing Prince
George taking his place as
any other officer in His Majesty's
navy on the China Station, and it
is evident that his popularity is
assured quite apart from the fact
of his being a son of the reigning
Sovereign. He himself, no doubt,
will obtain a very favourable im-
pression of the loyalty of the
British community in the Far
East, and his life among us for
maybe two whole years should
give him a full insight into the
way in which Britons carry on
the traditions of the homeland in
these far-away outposts, and be to
mutual advantage.

"OUR CABARET."

ANOTHER SUCCESS.

"Our Cabaret," at the Theatre
Royal last night, sustained its
reputation as an original show.
There was plenty of humour, re-
freshing and pithy, in the comedy
items presented, and an irresist-
ible charm about the cabaret
dances by Jan Caryl and Rene
Delyse. The company also came
up strongly in the vocal items,
Misses Madge Carter and Muriel
Varna having repeatedly to re-
spond to enthusiastic demands for
encores. Mr. Frank Milne was
entertaining with his very tiltly,
while other members in the com-
pany who also made successful
appearances at last night's show
were Mr. Fred Creasy and Mr.
Reginald Sollick.

The Company did not draw
such a big audience as expected,
but we are sure that with the
bright entertainment "Our Cab-
aret" can put before the Hong-
kong public, it will not be long
before its reputation secures a
larger measure of support.

DAY BY DAY.

WHAT IS IT TO BE A GENTLE-
MAN? IS IT TO BE HONEST, TO
BE BRAVE, TO BE WISE, AND
POSSESSING ALL THESE QUALI-
TIES, TO EXERCISE THEM IN THE
MOST GRACEFUL OUTWARD MAN-
NER?—*Thackeray.*

Engineer Commander and Mrs.
H. B. Sears left to-day by the s.s.
Tikarak for a holiday in Java.

A concert in aid of St. An-
thony's Orphanage is being held at
the Catholic Union Club to-night.

This morning on the Cricket
Club ground there was a rehearsal
by troops and marines of the
King's Birthday parade.

To-day is Decoration Day in the
United States, when the graves
of fallen soldiers and sailors are
visited and wreaths placed
thereon.

Amongst the passengers who
left by the Empress of Russia
were Mr. Eldon Potter, Mr. J. H.
Backhouse, Mr. J. Findlay Miller,
and Pancho Villa, the Filipino
boxer.

The rules relating to kerosene
oil licences in the New Territories
(excepting New Kowloon) have
been recodified. New rates in
substitution thereof appear in the
Gazette.

His Excellency the Governor,
on instructions from the Secretary
of State for the Colonies, has
recognised Mr. Yoshiatsu Mura-
kami as Consul-General for
Japan in Hongkong.

His Excellency the Governor
has appointed Mr. Thomas Wil-
liam Ainsworth to act as an
Assistant to the Secretary for
Chinese Affairs and as a Deputy
Registrar of Marriages.

The Chartered Bank has to-day
received the following telegram
from its Head Office in London:—
"Shell Transport and Trading Co.,
Ltd., declared dividend at the rate
of 2s/6d per share free of Income
Tax, payable 6th. July, bearer
coupons to be presented No. 45."

On account of Monday and
Wednesday next being Public
Holidays, the Easna bathing
beach will be open on those days.
The launch will leave Blake Pier
each day at 4.00 p.m. The usual
Tuesday and Thursday launches
will not run next week in con-
sequence.

SURREYS BOXING.

THE INTER-PLATOON TOURNAMENT.

The boxing at Murray Bar-
racks last evening, when the
second series of bouts in connec-
tion with the "Montague Bates"
Inter-platoon Cup were fought,
was, on the whole, well worth
watching. Many newcomers to
the ring were seen in action, and
though some showed little aptitude
for the noble art, here and there
could be found one who gave
signs of considerable promise.
The semi-finals and finals of the
evening, commencing at 8 p.m.,
last evening's results were—
Bantamweights.—Pte. Foster,
bye; Pte. Dawson beat Pte.
Kercher.

Featherweights.—Pte. Hol-
combe was given the verdict over
Pte. Ward; L/O Rock was not
steady enough for Pte. Cooper;
Pte. Lelliot beat Pte. Camfield;
Drum. Bowles knocked out Pte.
Tuoker in the first round.

Lightweights.—Pte. William-
son knocked out Pte. Bristowe
in the first round; Pte. Key k.o.
Pte. Parsons in round one; L/O
Leavey beat Pte. Ballard; Pte.
Simmonds defeated Pte. Finer.

Welterweights.—L/O Master
w.o.; Pte. Mann beat Pte.
Muffitt; Pte. Pooley beat Pte.
Edwards; Pte. Dewberry de-
feated Pte. Hopkins.

Middleweights.—Pte. Eaton
beat Sgt. Hicks; L/O Wright k.o.
Pte. Ballan in the third round;
Pte. Probita k.o. Pte. Hooper
first round; Pte. Elliott w.o.

Light-heavyweights.—Pte. Gravett k.o. Pte. Stiles round
one; Pte. Williams w.o.; Pte.
Laight beat Pte. Roberts on Pts;
L/O Brand gained a narrow win
over L/C Bennett.

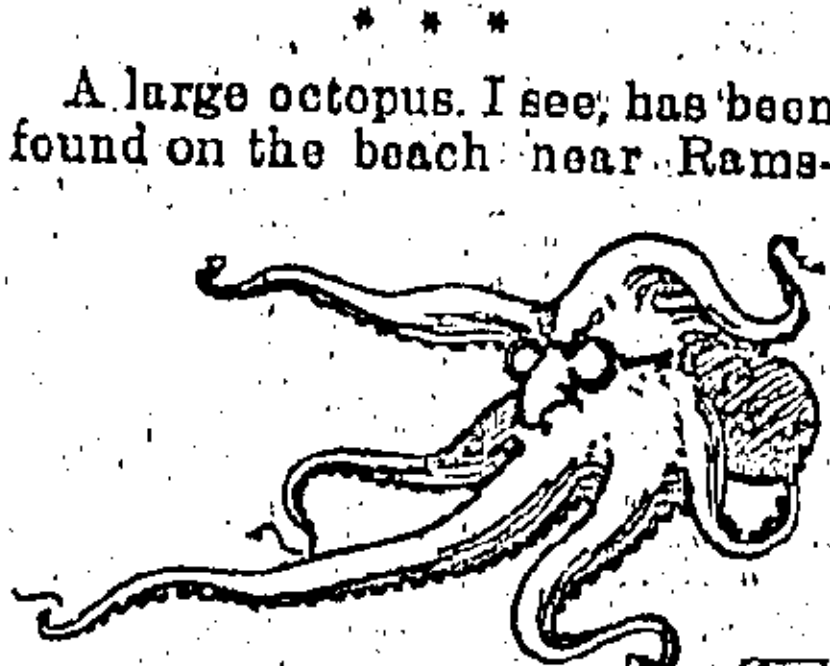
The semi-finalists in the
flyweights are Mabey and
Edwards; Baker and Brazil.



A writer on the drama has been
drawing attention to the vogue of
some modern playwrights in
choosing for their works titles
which would take a cross-word
puzzle expert all his time to re-
concile with the context of the
plots. He instances two—"The
Painted Swan" and "Dancing
Mothers"—which, he alleges,
have little or nothing to do with
either swans (plain or coloured)
or with jazz. At the same time,
I realise the value of a cryptic
title. It sets people talking, and
in matters theatrical it is not
silence, but speech, which is
golden. Talk is the best adver-
tisement a play can have. Hence
I have been thinking out a few
titles on the above lines which, I
feel sure, will serve to stimulate
public interest; and I make a free
gift of them to any needy and
serving dramatist in search of the
bizarre:—

The Enamelled Ostrich.
The Distempered Parmigan.
The Hand-Embroidered Bustard
Egg-sucking Grandmothers.
Still-walking Godfathers.
Hopscotching Stepsons.

A large octopus, I see, has been
found on the beach near Rams-



gate. It is thought that the
sagacious creature was making
for London with the idea of start-
ing business as a moneylender.

RHYMES WITHOUT REASON.
A designing old spinster of
Harwich
Inveigled a mug into marwich;
But she's left in the lurch,
For, when driving to church,
The bottom fell out of her
carwich.

P.S.—And the bridegroom, fed
up with waiting, went out to
lunch and never came back again.

A herd of cattle from a Texas
ranch I read, recently invaded the
railway line and held up three
trains. The Lord Chamberlain
ought to get hold of these hardy
kine. Their services would be
invaluable at the coming season's
Courts.

I am very hopeful that the
scheme to subsidise British
Grand Opera by private subscrip-
tion will materialise. By no
other means, I fear, will that
masterly native opera, "Eat
Less Tripe", by the
rising young British composer,
Beasley Buncombe, ever see pro-
duction. The expense would be
far too great to be borne by a
purely business concern, as not
only are an augmented orchestra
and chorus required for the per-
formance, but, in addition, during
the action of the opera there is a
ballet of albinos and professors of
Esperanto, a display of fireworks,
an eruption of Vesuvius, a glove-
fight between Dempsey and Car-
pentier, and a procession of very
expensive animals, including
white rhinoceroses, three-toed
sloths, iguanas, civet cats, and
sword-fish.

I have just received a copy of
the full score of this remarkable
work, and shall probably have
something to say about the music
next week. Meantime, music-
lovers, roll up with your sub-
scriptions! I'm not quite sure to
whom they should be sent, so
send them to me. You may be
sure I shall make good use of
them.

Motoring through a little
country village on Easter

NURMI REJOICES.

DECLINED EXPENSIVE BREAKFAST.

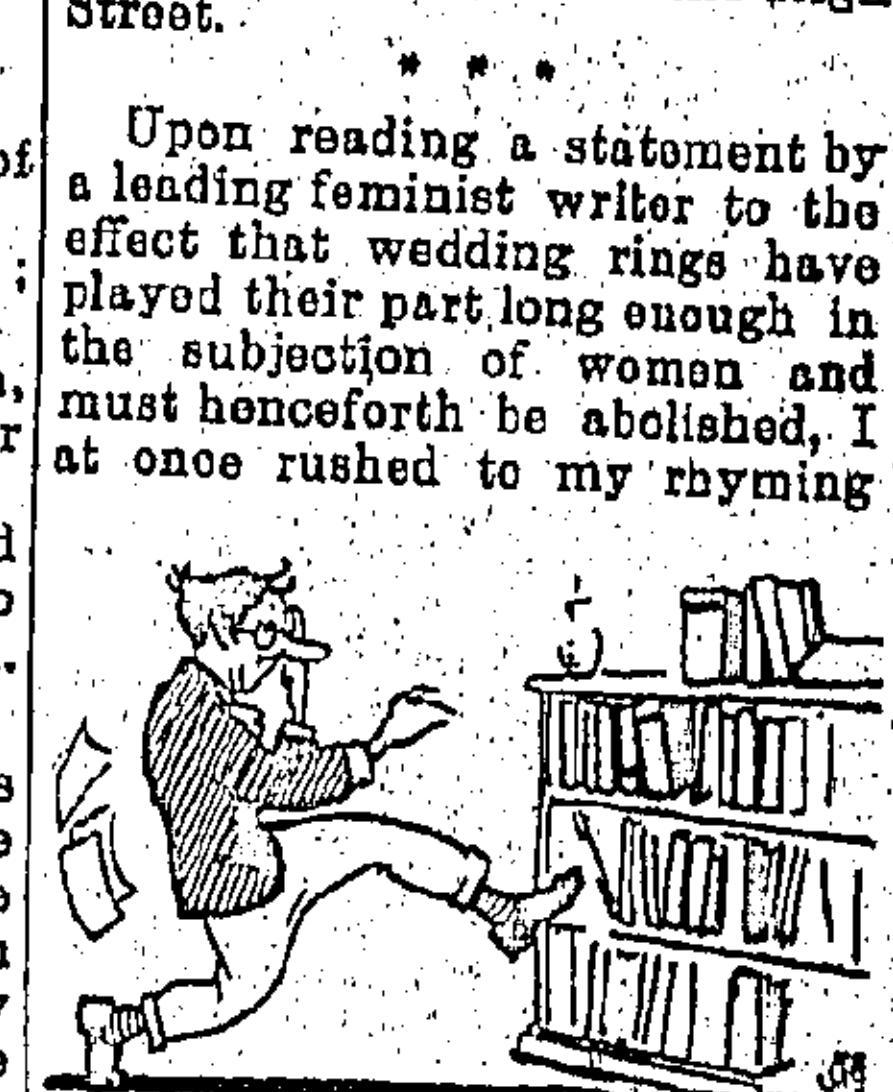
New York, May 29.
Paavo Nurmi has sailed for
Europe, rejoicing at his retention
of his amateur status, for the
renouncement of which he re-
ceived offers totalling £50,000,
including £12,000 to run on the
breakfast food of a certain manu-
facturer.—*Reuter's American
Service.*

Monday, I noticed a poster
displayed outside the village
hall announcing a lecture
on the subject of "Women's
Dress throughout the Ages"
with illustrations by ladies in
appropriate costumes. I was
much relieved to find, on reading
the synopsis, that the Garden of
Eden and the woad ages were not
mentioned.

A telegram from Potztausend
just to hand informs me that the
Rottenbleiter Expedition to the
site of Ancient Babylon started
yesterday. Owing, however, to
the farewell festivities arranged
by the townsfolk its members got
no farther than the Potztausend
tram terminus.

The day began with a Fare-
well Breakfast to Dr. Piffinger
Rottenbleiter and his as-
sociates, given by the local
Lodge of Night-Tippers of
Jerusalem in the public wash-
house. This was followed by a
Farewell Luncheon, organised by
the Potztausend (Glee and Madri-
gal) Society, held at the principal
Good Pull-Up for Carmen. A
Farewell High Tea ensued, under
the auspices of the Amalgamated
Union of Well-Sinkers and Dog
Fanciers, held in the steam
laundry. Subsequently there
was a Farewell Dinner,
given by the Burgomaster and
Burgomistress, which took place
in the swimming-baths, and at
which Dr. Rottenbleiter was pre-
sented with the freedom of the
municipal gasworks. Finally, a
Farewell Supper, instituted by
the Potztausend branches of the
Primrose League and the Brown-
ing Society, was celebrated round
the baked potato can in the High
Street.

Upon reading a statement by
a leading feminist writer to the
effect that wedding rings have
played their part long enough in
the subjection of women and
must henceforth be abolished, I
at once rushed to my rhyming



dictionary with the following
lofty and illuminating result:—
Women of England, arise from
subjection!
Shake off the shackles of nine-
carat gold!
Rally together in mutual
protection,
Defying this barbarous symbol
of old!

Strip off those circlets—those
badges of slavery!
Never for one moment repine
at their loss!
Follow that splendid example
of bravery
Set by the lady of Banbury
Cross!

Far, far too long male pre-
dominance lingers!
So, on your hind legs and
deal it a blow,
Showing your husbands that
rings on the fingers
Must ever be accompanied by
bolles on their toes!

Now that there seems a reason-
able prospect of legislation being
put through to place boxing on
a proper legal basis, I am con-
strained to express the hope that
some thing may be done to make
the postponing of glove-fights a
penal offence. It doesn't seem
much good to legalise a lot of
fights to-day which conceivably
may not be found until a hundred
years or so hence on the vendetta
system.

PORTUGUESE PLOT.

MISCREANTS DEPORTED.

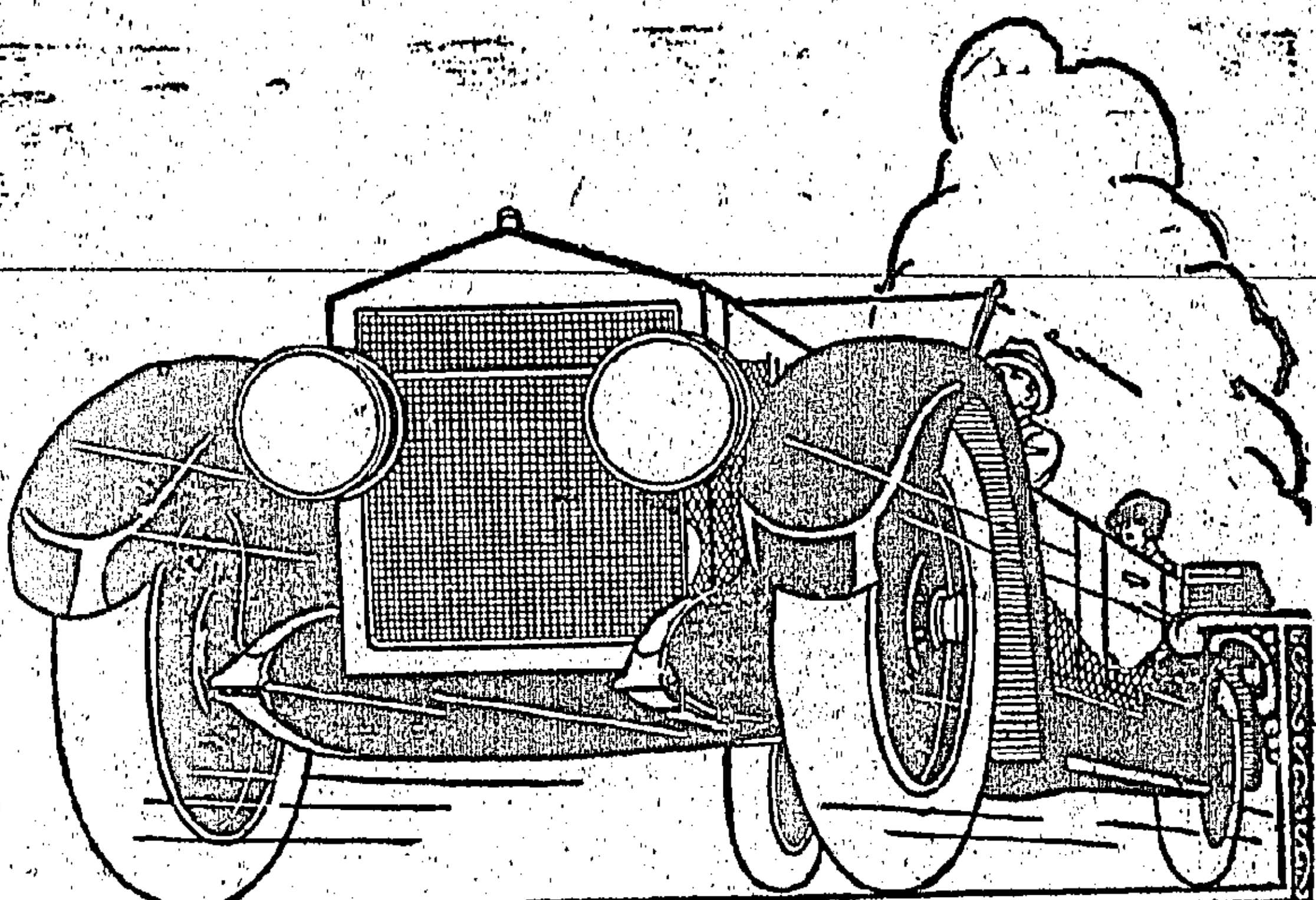
Lisbon, May 29.
Thirty alleged bomb throwers
and members of the "Red Legion,"
who were implicated in the recent
insurrectionary movement, have
been put aboard the cruiser Car-
valho Araujo for deportation to
Portuguese Guinea.—*Reuter.*

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 30th. May, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Motor Cycle Collision.

We should like to join in the many expressions of regret and sympathy for Mr. M. F. Key, the Secretary of the Hongkong General Chamber of Commerce, and Mr. P. Brown, of Messrs. W. R. Loxley and Co., who met with such an unfortunate and serious motor cycle accident on Sunday last. We trust that both of these gentlemen will make rapid recovery from the injuries they have received.

"Push Bikes."

The correspondent who complained early in the week of the presence of a number of "push bikes" in the vicinity of Tin Wan village, has quite reasonable grounds for complaint. Although it has to be admitted that motorists cannot claim a monopoly over our roads, and we are sure that they do not expect "favoured treatment, there is no doubt that these cycling youths do create a source of danger. This point has been raised before and action has been taken in a few cases but nominal fines do not act as a deterrent. The suggestion made by a previous correspondent on the same subject, namely, that all cycles and riders be licensed, seems to be a sensible and probably effective means of stopping the nuisance.

Peak Service.

The motor bus service between the Peak Hotel and Repulse Bay is proving a great convenience to those who appreciate an enjoyable drive and a bath. As there still appears to be some doubt as to the time-table we are publishing the hours of starting. On Saturdays and Sundays two trips are made, leaving the Peak Hotel at 3 and 3.30 p.m. and returning from Repulse Bay Hotel at 6 and 7 p.m. On other days there is one bus only, leaving the Peak at 3 p.m. and Repulse Bay Hotel at 6 p.m.

Parking.

During the week we had a chat with a well known local motorist who put forward quite an ingenious suggestion for parking. He suggested that the Murray Parade Ground be set aside for this purpose in the future and that a small charge be made which would cover incidental expenses and provide an office where a clerk would receive instructions to be conveyed to chauffeurs. If, for example, a car owner attended a tea dance in the Grill Room, when he required his car, all he would have to do would be to request the "boy" to phone the car park for No. 123. He would have previously instructed his driver where to call for him when wanted. Certainly something of the kind will have to be done in the future, although whether the military authorities would permit the use of the parade ground is another matter.

Ariel "Flivvers."

Henry Ford, whose name is so closely associated with what we might call "mass motoring" has recently stated that he believes that his son will be as prominent in the aviation business as he has been in the automobile world. Such an expression of opinion cannot be dubbed imaginary in these days of transport sensationalism, and it is a safe prediction to make that are long, the aeroplane will play an important

part in the every day life of this colony. The Ford factory favours an all metal aeroplane, and interesting experiments are being made which may yet "divert" the air. To Henry Ford belongs the credit of providing cheap motor cars which are sometimes referred to as "Tin Lizzies". Will his son be equally famous in the future as the man who gave us "Tin Lizzies"?

A Sudden Drop.

At the point where the Wong-nai-Cheong Road joins Stubbs Road, there is quite a sudden drop in the road level. Apparently the joining up process was not done as well as it might have been. Not a very serious matter, but a little attention would save a jolt to unwary drivers and their passengers.

Lady Motorists.

It is rather surprising that one sees so few lady motorists in the Colony. Last year there was a record number of fair drivers, owners registered in the British Isles, the majority apparently being contented with the small type of vehicle. Motoring is a particularly health giving pastime, and small cars are available here at quite reasonable prices. Scenery leaves nothing to be desired and probably if this form of recreation got a footing, it would become quite the craze amongst the fair sex. Certainly a pleasurable mode of transport between Hongkong and the Deep Water Bay Golf Course.

Traffic Control.

Why is it that so many Indian and Chinese traffic constables display so little intelligence in the exercise of duty? Motorists are constantly kept in a state of wondering what the next signal will be when approaching a traffic control point, simply on account of the seeming inability of the constable to appreciate the importance of his work. The baton which these men use is not employed as it should be, with the result that a driver is not sure whether he is to go on or stop. Surely one hand could be employed as a definite stop signal, while the other gave right of way and direction. As it is now, some traffic police create confusion rather than prevent it.

TWO-WAY FLEXIBLE TRACK.

THE MOTOR ROAD OF THE FUTURE.

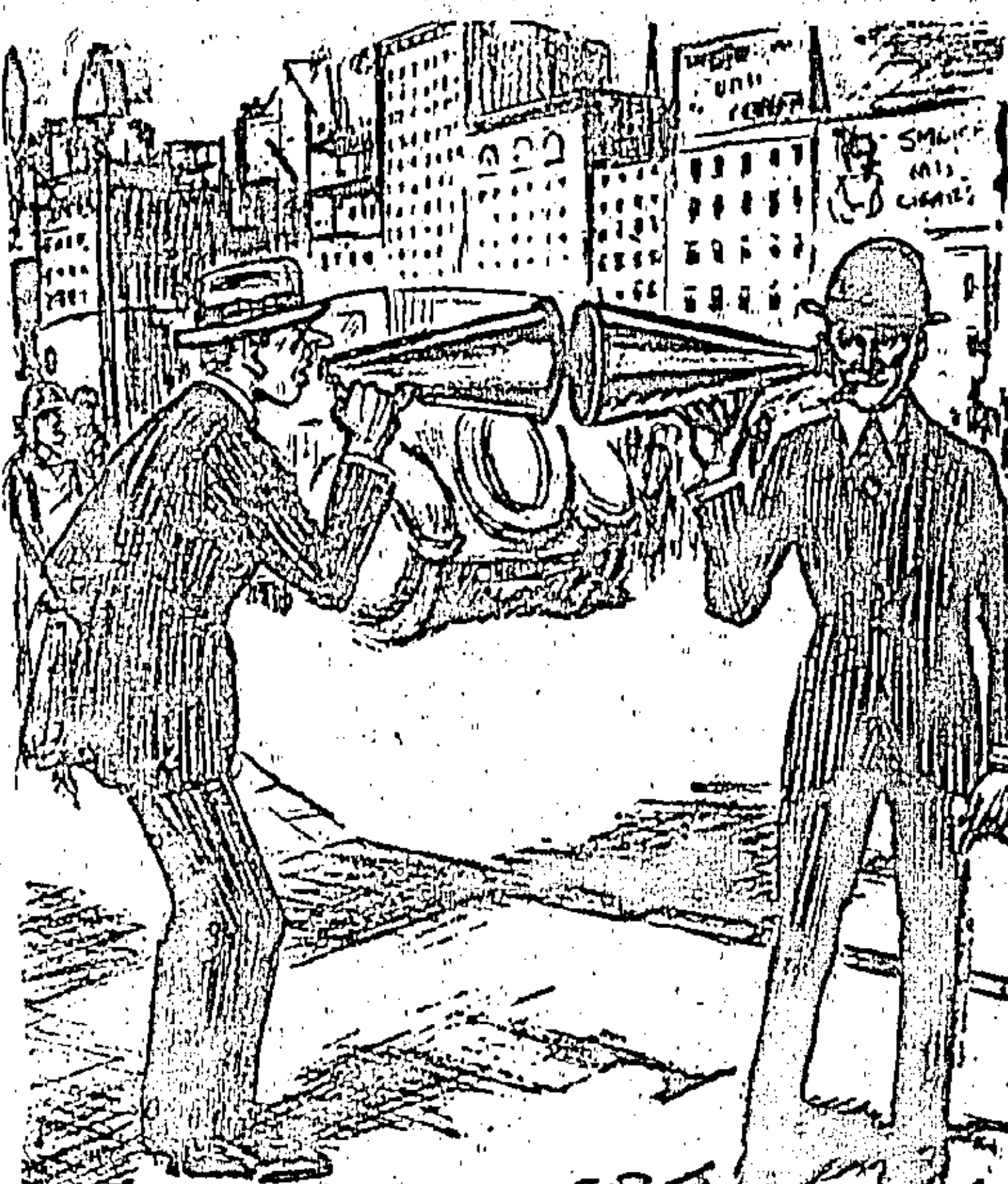
The motor-road of the immediate future as its problems present themselves to a consulting engineer, was discussed before Manchester members of the Institute of Transport, recently, when Mr. Walter Leigh read a paper on the Inland Transport of Commercial Vehicles.

Mr. Leigh aimed at outlining the most efficient method of eliminating the present difficulties of delay and expense in the motor transport of goods, and detailed a scheme for the construction of special toll roads in congested districts, which should be confined to the use of commercial and public motors.

Motor transport, Mr. Leigh said, was not merely a road problem; it only appeared so because its vehicles were so constructed that they were capable of using the roads. We had greatly improved highway today which were based on the original scheme of public construction; but where commercial motor transport was concerned, they attempted to adapt previously accepted methods to deal with what was an entirely new class of traffic.

In criticising projects which had recently been put forward in Italy and in America for special motor roads, he came to the conclusion that inflexible "tracks" for motors would avoid congestion, but only at the expense of losing the value which the motor had over the railway. Nor would an ordinary road, merely fenced off for motors only, suffice to cope with the increase in the volume of traffic without becoming highly dangerous to its users. His own suggestion was a two-way road for motor transport, with a fence down the centre, and tracks for unflanged wheels, laid down as a guide to the drivers.

Mr. Leigh proposed in this way to retain the "flexibility" of the motor, but to introduce safeguards similar to those of the railways so as to provide for increased tonnage capacity without the necessity of increased width. He described his proposed motor-way as a flexible track, meaning an artery with the wheel tracks clearly defined, but with the actual steering under the control of the drive of each vehicle. This scheme, he claimed, had great advantages over the railways in that signalling was unnecessary except under special circumstances, such as a junction with a public road. A driver, too, could take any route at will where the tracks divided, and the track would be suitable for any standard road vehicle.



IF HONGKONG'S NOISES INCREASE.

THE CONQUEST OF THE AIR.

"SAFETY FIRST" DEVICES.

(Special to the Hongkong
Telegraph.)

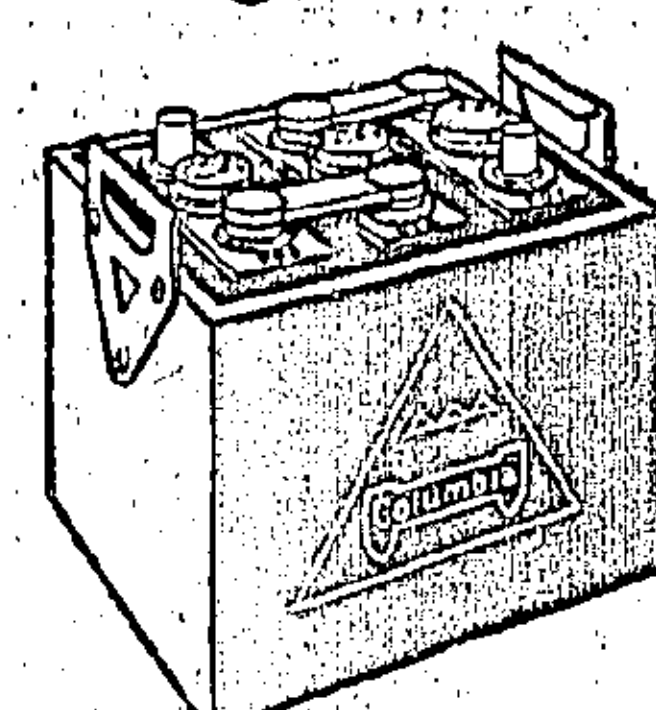
There was a wonderful demonstration at the London Terminal Aerodrome, Croydon, the other day of the latest safety-first devices which are being perfected for commercial aircraft. Mr. Anthony Fokker, the famous Dutch designer, asked permission from the British Air Ministry to demonstrate to the British public his latest Napier engine Fokker ten-passenger machine, which he claimed would not get out of control and nose-dive when it lost flying speed, as most other aeroplanes do. Instead, he said it would merely sink very slowly and not nose-dive at all. Very few people before the demonstration believed that this was possible and the majority scouted the idea and said it was absurd to try. However, Mr. Fokker duly arrived and took up his ten passengers, got off the ground against a gusty wind after a very short run and climbed steadily. Before he reached the edge of the aerodrome he was a good 500 feet up and he then proceeded to pull the machine right back until it lost flying speed, so that actually, with the strong wind blowing against it, he was standing still and sometimes even going backwards. It

then sank slowly and picked up its forward speed, being under perfect control the whole time. While Mr. Fokker was demonstrating, an Avro machine fitted with Handley Page slots and a form of aileron which one believes was designed by the Bristol Aeroplane Company, also gave a demonstration piloted by Flight Lieut. Bulman, the well-known test pilot. Of course, this machine was rather a different proposition because Mr. Fokker's machine was a big ten-seater passenger-carrying machine whereas the Avro was only an experimental two-seater and on this occasion was not carrying a passenger. Moreover, the Avro at any time is an extremely good machine and is very controllable at all times. With the slotted aileron and the slotted wing, however, the control over it was simply marvellous. It was a wonderful sight to see this machine being stalled and turning down wind and doing things which normally would have led to certain death, while it was all the time under complete control. It was announced afterwards that the Air Ministry have ordered a set of slotted wings to be fitted to one of the Napier-de Havilland 334s and it is expected that this machine will be seen on the Service later in the year. By this time next year every single commercial machine should be fitted with some device, either the Fokker wing or the Handley page slots, which will prevent nosediving when stalled.

ANOTHER MODERN TRAFFIC PROBLEM.

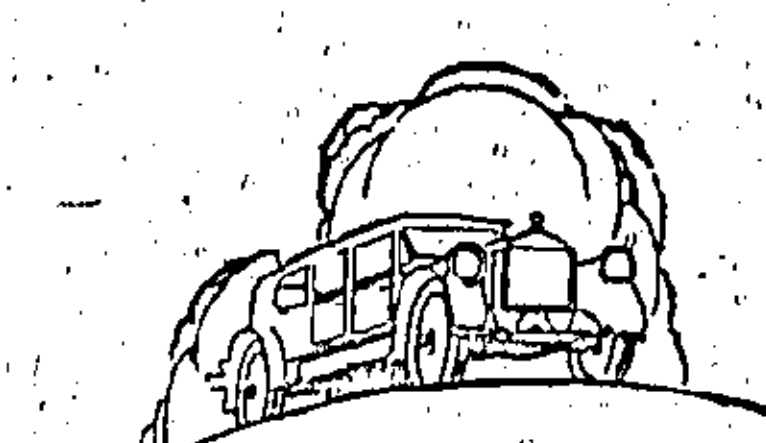


Columbia Storage Battery



INSTANT response—quick starts, bright lights, dependable ignition—all are assured with a COLUMBIA Storage Battery. Our stock is complete; let us show you the proper size for your car.

THE DRAGON MOTOR
CAR COMPANY, LTD.



GARGOYLE Mobiloil

Make the chart your guide

Is it not strange that a man will spend hundreds of hard-earned dollars for a motorcar and then ruin it by using poor quality lubricating oil? Yet so many do it there must be a reason.

They do not believe that one oil is better than another, and think all the educational work this Company has done and is doing, a dodge to get their money.

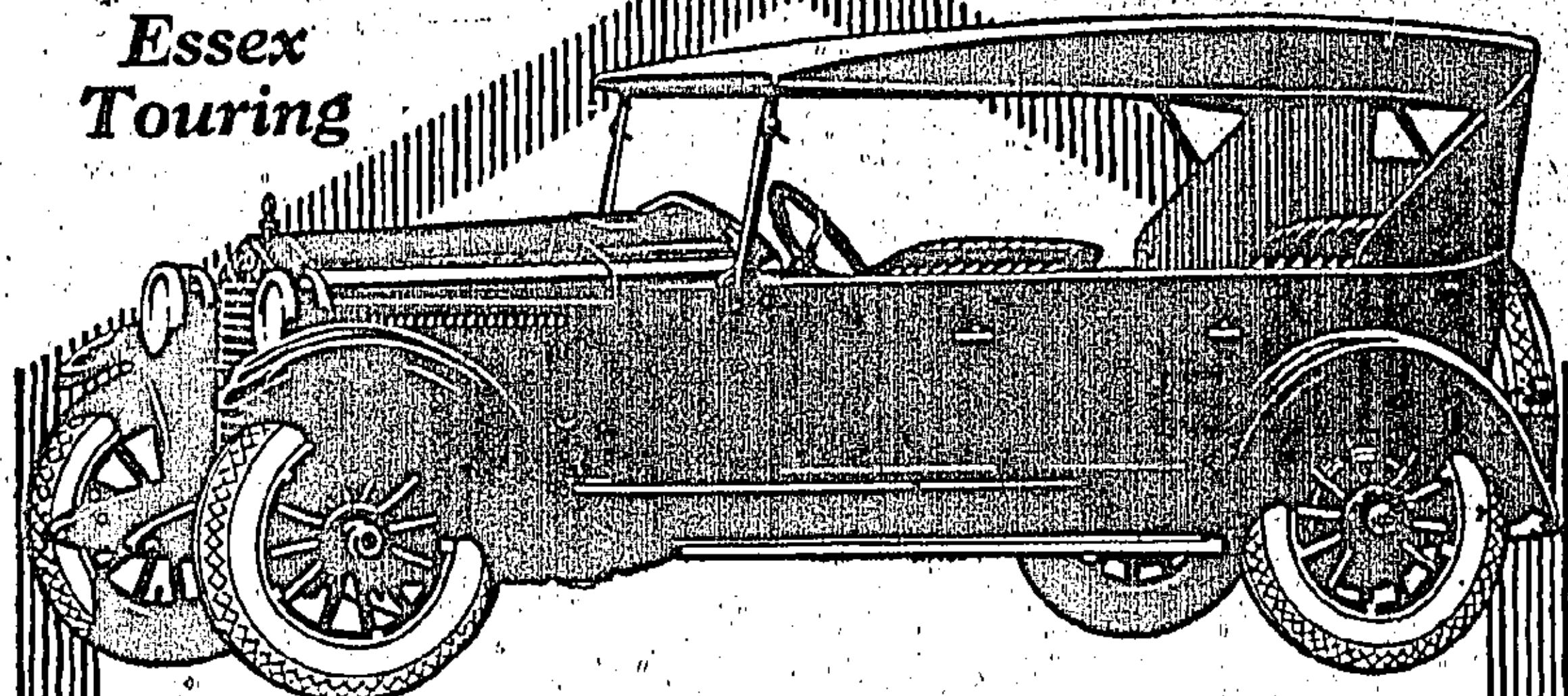
Many years ago, we set out to educate the oil-consuming public and the progress to date has been remarkable. The fact that we are the largest strictly lubricating oil company in existence speaks volumes for the Company's Correct Lubrication Policy. To say that we have been successful in putting it mildly.

Quality and Service are the two words we have in mind when producing Gargoyle Mobiloil.

The use of the Correct Grade of Gargoyle Mobiloil, as specified in the Chart of Recommendations, will insure your motorcar against an early trip to the scrap heap; give you more mileage to the gallon of benzine, and horse-power to your engine and eliminate expenditure for repairs due to the use of poor quality oil.

Ask your dealer for Gargoyle Mobiloil and Make the Chart your Guide when selecting the Correct Grade.

VACUUM OIL CO.

Essex
Touring

ESSEX

Now With Genuine Balloon Tires

With genuine full-size balloon tires as standard equipment on both the touring model and the Coach, the Essex offers even greater value in road comfort, good looks and long life.

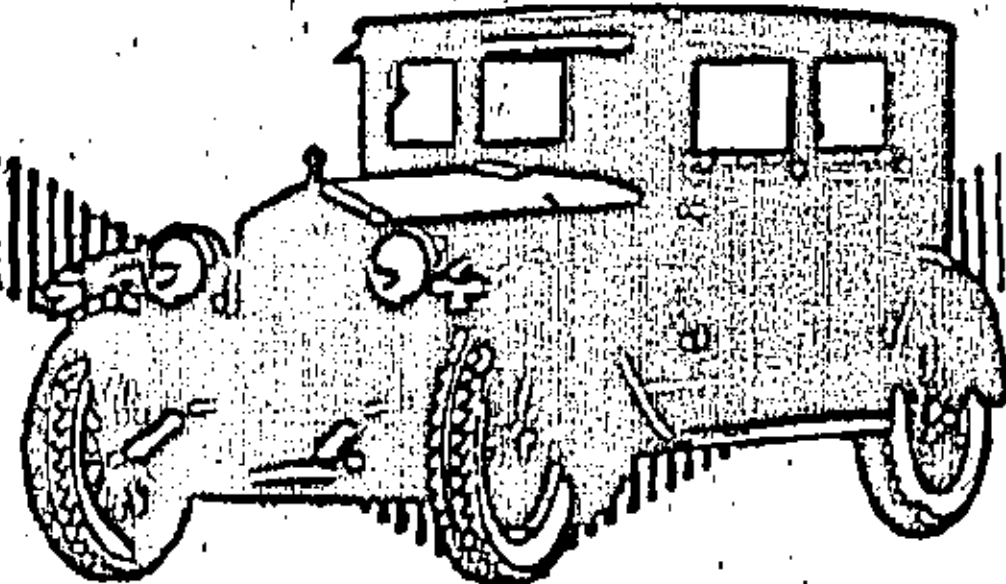
And with the advanced system of spring suspension and low center of gravity, safe, comfortable travel is assured on all roads and at all speeds.

The Essex Six, built by Hudson, the sixth largest builder of motor cars in the world, also

shares the noted Hudson patents. Built in the same factories, it embodies the advantages of design and construction for which the Hudson Super-Six is celebrated.

Low fuel and oil consumption have always been features of Essex performance. To these may be added great power and incomparable comfort on travel over rough roads. Replacement parts are easily accessible at minimum prices. Ask for the new touring model or the Coach. Either represents value unapproached at its price.

The COACH
Closed Car Comforts at Open Car Cost



The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road Happy Valley.

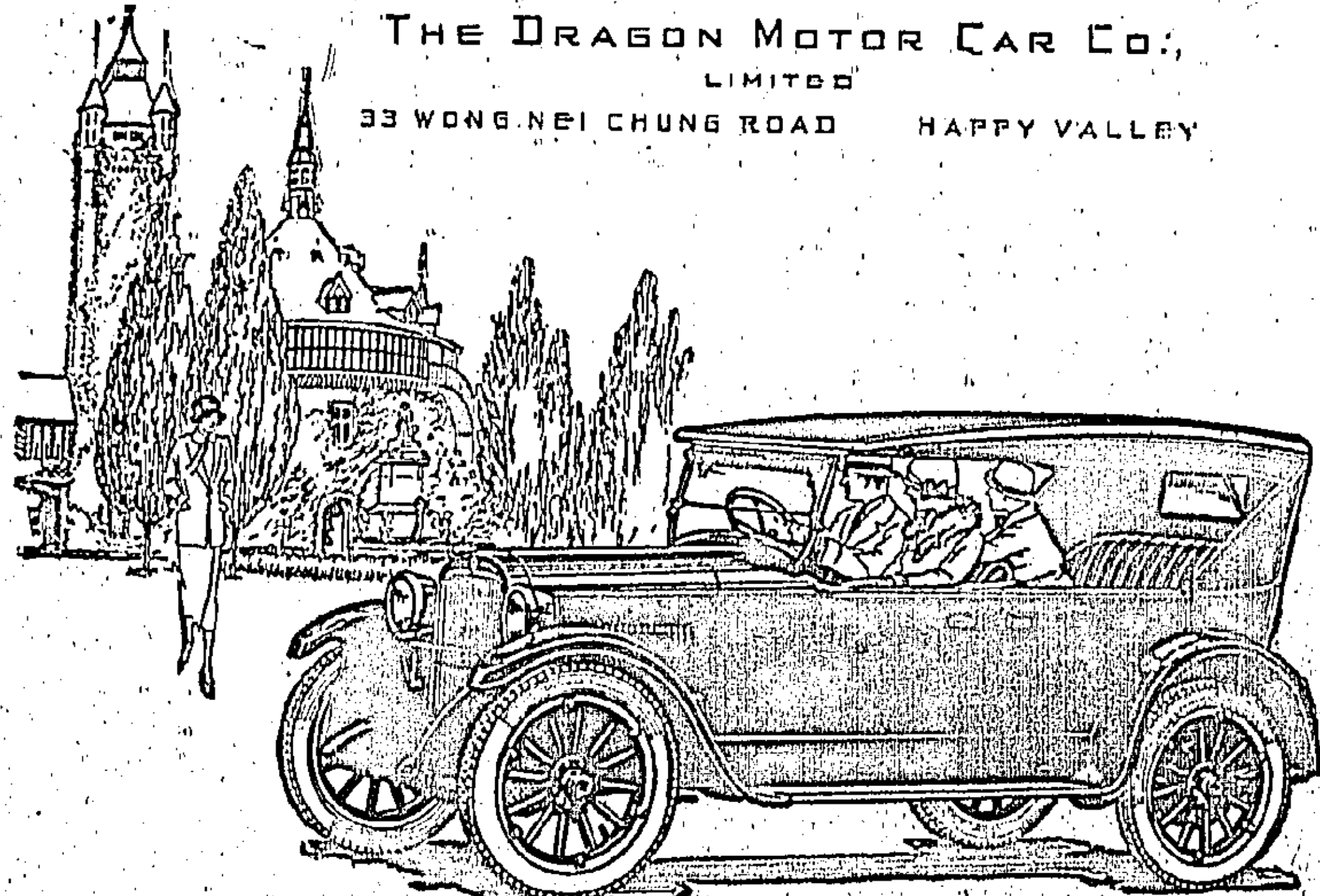
DODGE BROTHERS
TOURING CAR

It is a delightful sensation to feel the cost you have a fully equipped car with ample power for any emergency and generous room for four others besides yourself.

You feel justified in boasting a bit of the good qualities of the Dodge Brothers Touring Car with its powerful motor and its efficient self-starting system.

And it is satisfying to know that behind your car is one of the world's foremost manufacturers whose reputation gives you definite assurance of maximum service at minimum cost.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPY VALLEY



AVOIDING SKIDS.

IS A CONCRETE SURFACE BEST?

A letter signed "Motorist" in the *Times*, calling attention to the slippery state of some of the roads of Britain, dealt with a subject which has been considered at some length by road engineers.

The constant skidding and the number of accidents on the Great North Road and the Great West Road last year led to an inquiry by engineers which resulted in a report that in places these roads were too good. The surface was too rich in bitumen, and was too highly finished, with the result that when slightly wet it became excessively slippery. Since then more mineral matter has been introduced into the surface, but care has had to be taken not to introduce too much, for if the stones used are too large there is a tendency for the tyres of vehicles to tear them from the bitumen and thus destroy the surface of the road. What is believed to be the happy medium has now been reached, and while road engineers as a body are inclined to believe that it is impossible to prevent skidding, under all atmospheric conditions, no matter what the road surface may be, the complaints of skidding received by the Ministry of Transport lately have been practically negligible. The reports of their patrols to the Automobile Association of cases of skidding have also been very few.

"Motorist" pointed out that in Britain, while roads with a foundation of concrete and a surface of bituminous macadam are being constructed, concrete roads with a roughened surface, which are cheaper to build and less costly to maintain, are not. Road authorities have been slow to adopt the entire concrete road for two main reasons. An authority on road construction explained that these were that concrete alone was not considered to be watertight, and that a concrete road took long time to harden.

OBJECTIONS.

When a frost followed the absorption of moisture in a concrete road disintegration took place, the skin of the surface was broken, and potholes were formed. With regard to the time taken for the concrete to harden, the objection was that where half the surface of the road was treated first and then the other half, traffic was confined to the portion first dealt with for from one month to six weeks. By the time the second portion of the road was ready for use, in some cases, as at Newcastle and Gravesend, the first portion was worn through. Another objection raised to the all-concrete road through out the country was that it would involve the breaking up of road foundations which had been built up during a long period.

Advocates of the use of concrete find it difficult to understand the prejudice in Britain against the all-concrete road. Brigadier-General A. C. Critchley, vice-president of the British Portland Cement Association, a non-trading body formed to give advice on cement and its uses, declares that many Americans visiting England have expressed surprise that we should bring tar and oil substances 3,000 miles to put in the surface of perfectly good roads.

Progress in the construction of all-concrete roads in this country was being made and many all-concrete roads had been completed or were being constructed. The pioneer in London had been the engineer to the Southwark Borough Council, who had constructed nearly 100 concrete roads in the borough. One of these, which was constructed in 1923, had carried more than two million vehicles, a great proportion of which were steel-tired, without showing the least sign of wear on the surface.

PROGRESS AND THE
MOTOR CAR.BY H. H. RICE, PRESIDENT
AND GENERAL MANAGER
CADILLAC MOTOR CAR
COMPANY.

Starting practically at zero a little more than twenty-five years ago, the number of motor vehicles in use today in the United States is approximately 17,000,000. Throughout the whole recorded period of civilization probably no other mechanical factor has affected the nature of progress so vitally.

To review all of the changes it has brought about would be an impossible task except by the process of contrasting, in every department of human activity, the conditions of twenty-five years ago with those of today.

Yet even in a cursory review of these revolutionary changes we can point to no single valuable institution of human society of pre-automobile days which has been harmed by the advent of the motor car. To most of them, rather, it has been proved a distinct and decided asset.

When Edward Bellamy wrote his "Looking Backward," which was generally received with a smile, he definitely predicted the broadcasting of music by telephone, as was later done in England, and, by inference, the broadcasting of sermons, addresses and concerts as is done to-day by radio. His book, however, is singularly lacking in predictions of improved transportation methods. The motor car as we know it seems not to have entered his prophetic vision. Yet our histories show us that every marked material advance has been the accompaniment of marked improvement in means of transportation.

It was ten years after the publication of Bellamy's work of realistic imagination that Col. Albert A. Pope repeatedly said that it would be a matter of only a short time before horses were ruled off the roads. For him also people had a ready laugh. Yet there are some cities, and boulevards in many cities, where horses are not allowed. Although this faithful friend of mankind is still very much needed for many duties, he is fast disappearing from our city streets, without the need of legislation to send him on his way.

While the motor car is a luxurious mode of individual transportation, we are so tuned up to its use that we could not live our daily lives without it any more than we could without the telephone, the telegraph or the railway.

The investment in it is returned many times over in the one item of the greatest asset we mortals have—time. As such alone, it is one of the greatest sources of our civilization and one of the greatest producers of wealth.

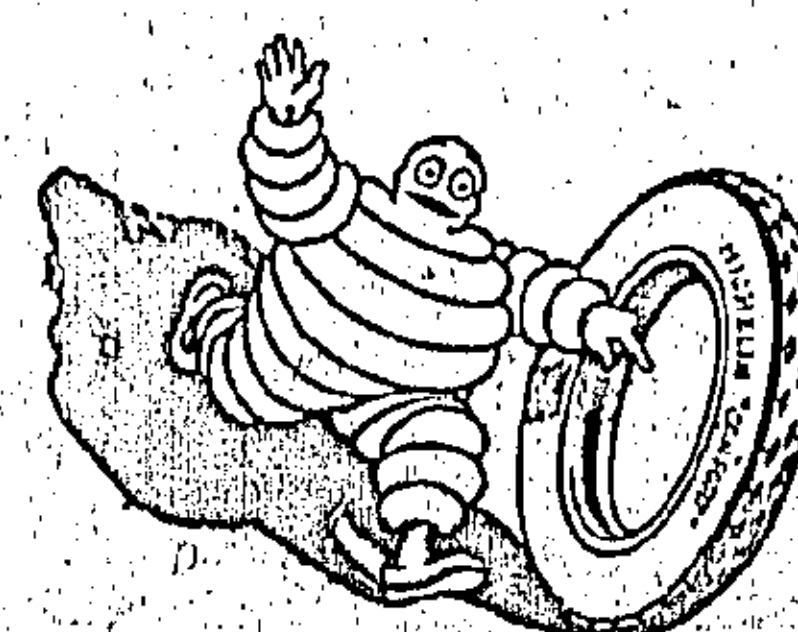
It reduces miles to minutes. It makes possible the suburban residence away from the congestion of the city. It ends the farmer's isolation, widens the mother's horizon, makes for better children and provides recreation for the father and his family outside of his hours of labour. So the motor car, by its rapid development as an economic factor has immeasurably aided progress throughout the world.

16.6 PER CENT MORE.

Motor vehicles in the United States increased by 16.6 per cent. in the last year, reports the Department of Agriculture. The total at the end of 1924 was 17,591,981, or one to every 6.4 persons.

At a recent levee held by His Majesty the King at St. James' Palace, a number of the Honourable Company of his Majesty's Gentlemen-at-Arms, in their resplendent uniforms, travelled to and from the Palace in a couple of Rolls-Royce cars.

TRY MICHELIN TYRES AND BE CONVINCED THAT THEY GIVE THE LONGEST MILEAGE OF ANY TYRES MADE.



DISTRIBUTORS

JOHN GIBBS & CO.,

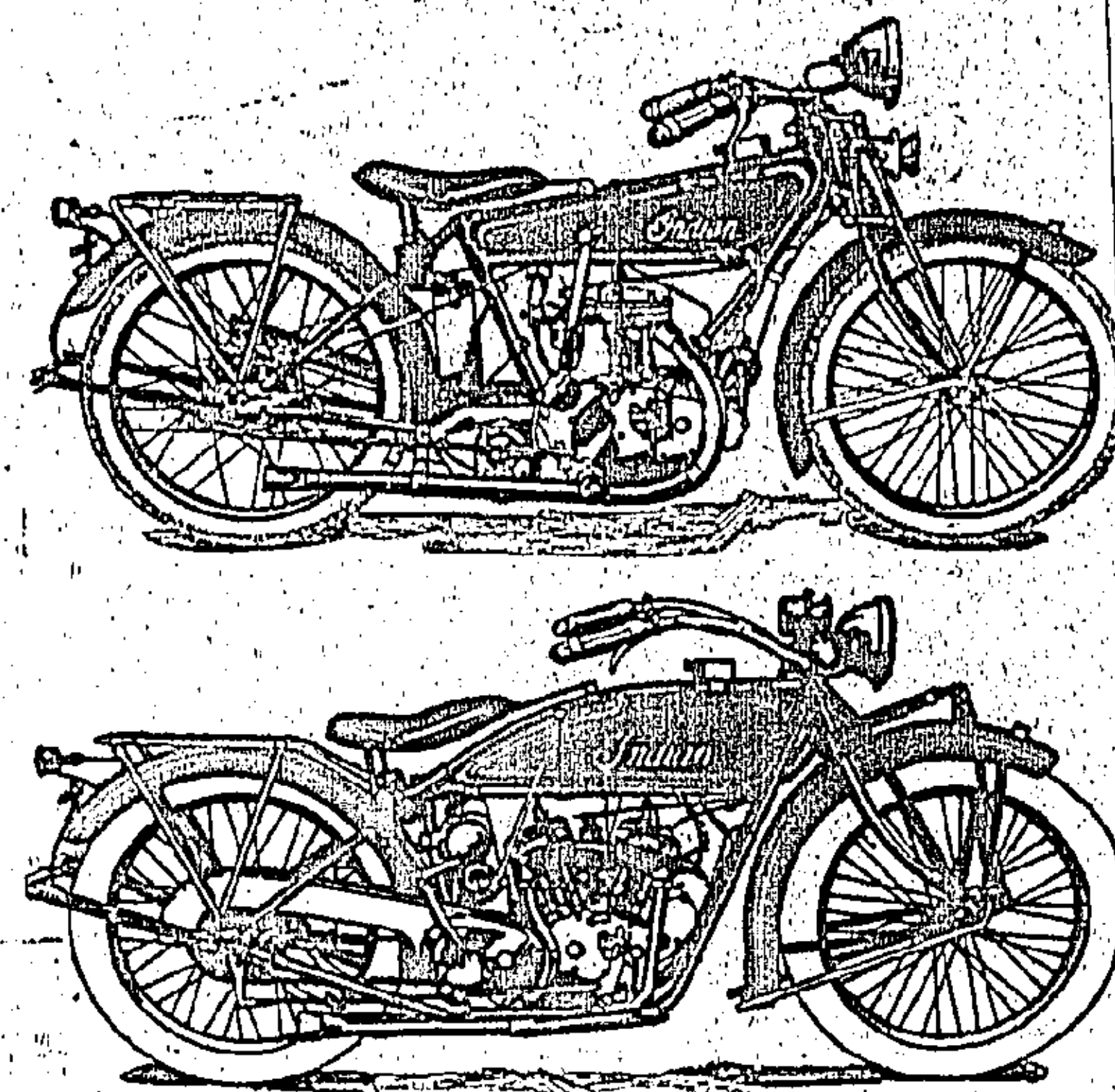
ALEXANDRIA BUILDINGS

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Telephones C.704 & C.4777

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1925 INDIAN SCOUT & PRINCE



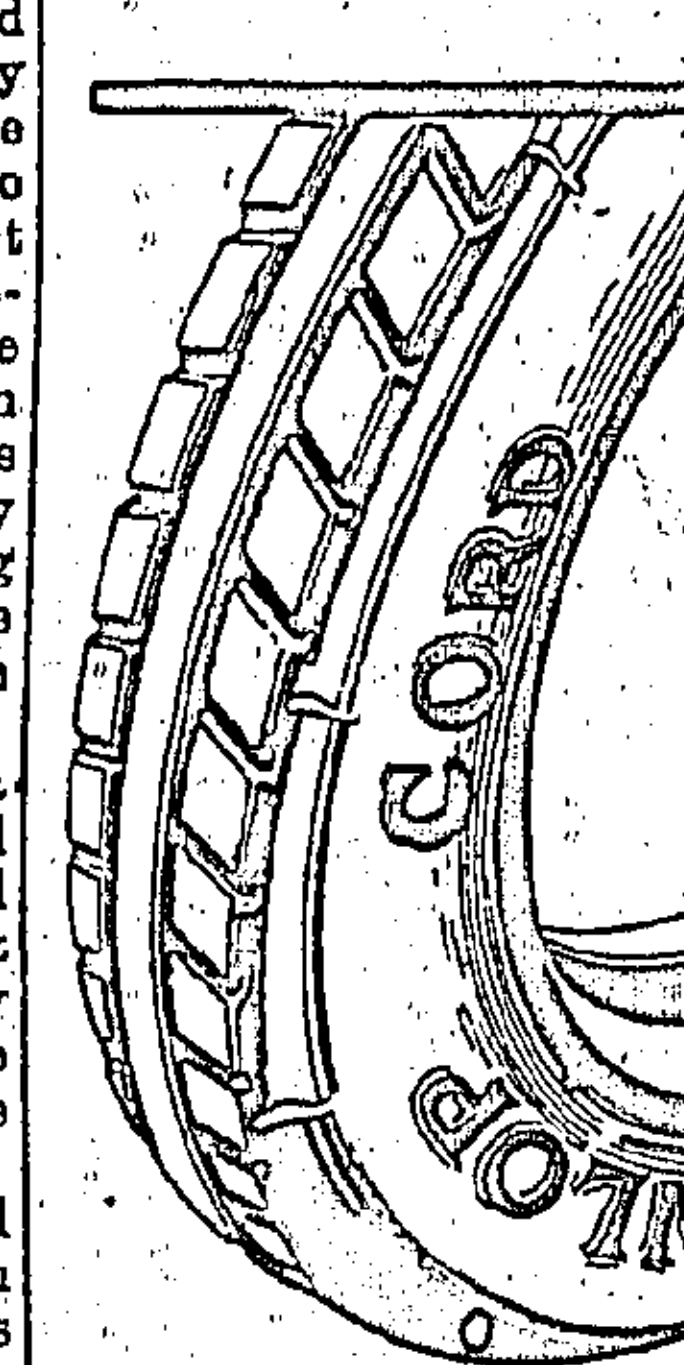
Power Increase—Price Reduced You can't appreciate the remarkable quality of an Indian Scout or Prince until you ride one of them. You will want to ride and ride.

They are easy to handle even in dense traffic and low enough for even the shortest man to put both feet on the ground. Its a real good motorcycle value. Stocks carried.

ALEX. ROSS & Co., (China) Ltd.
Bank of China Building, Hongkong.

DUNLOP

CORDS



When purchasing a tyre
BE GUIDED BY WHOSE
BUSINESS IT IS TO
KNOW, AND WHO DO KNOW.

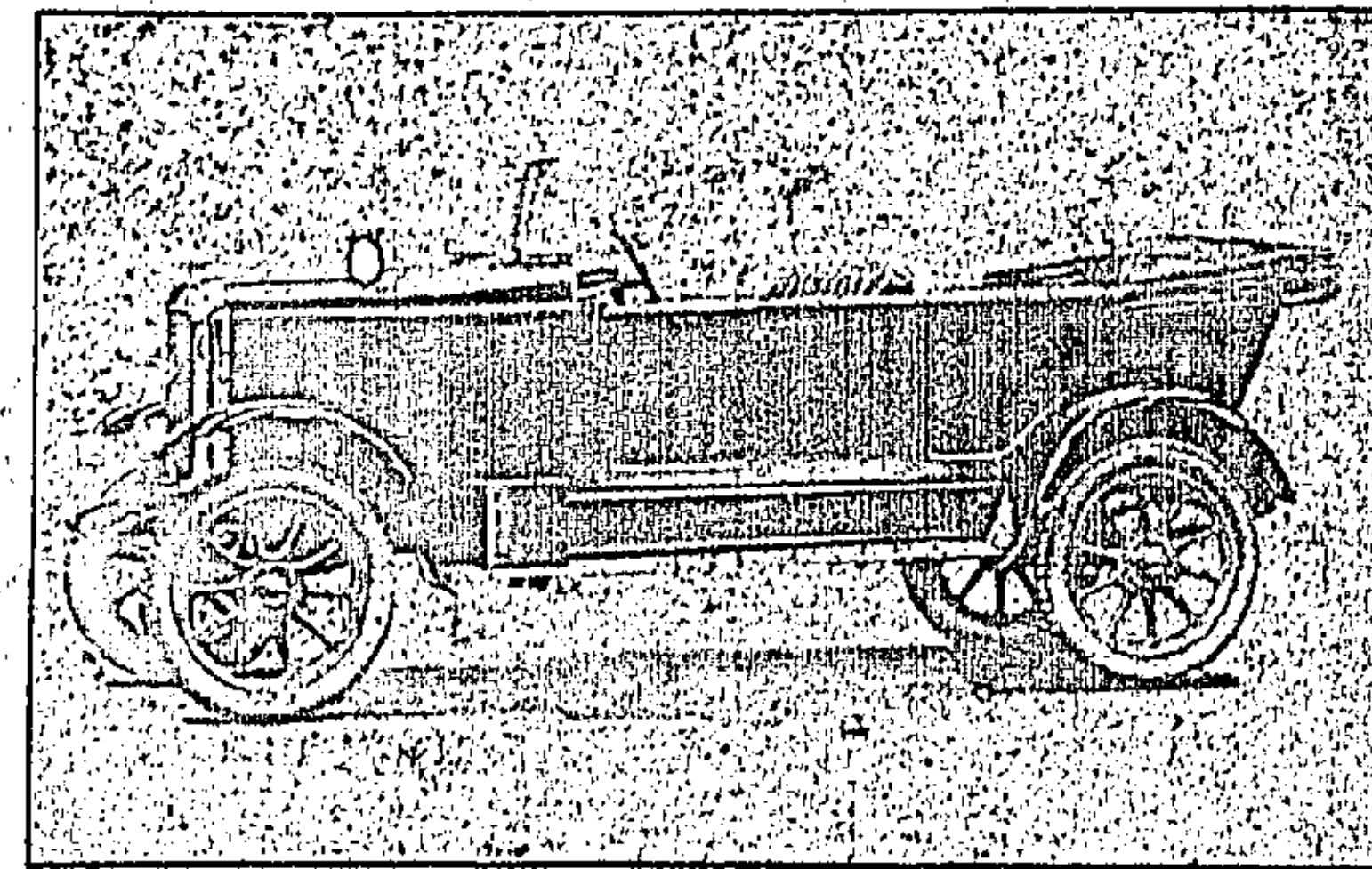
The fact that 95% of British Car Manufacturers fit DUNLOP tyres as standard equipment is a striking tribute to the superiority of the Dunlop tyre.

Behind the Car manufacturers' choice is their practical knowledge of tyres and tyre values.

FOLLOW
THE CAR MANUFACTURERS'
LEAD—THEY KNOW.

DISTRIBUTORS
HONGKONG HOTEL GARAGE.

SMILIN' THRU'



There's always a smile when you meet a Jowett.

If you are in another, they pass you the Jowett salute, as tho' to say "We know a good thing."

The best thing in light cars, and the cheapest to run, is THE FAMOUS JOWETT.

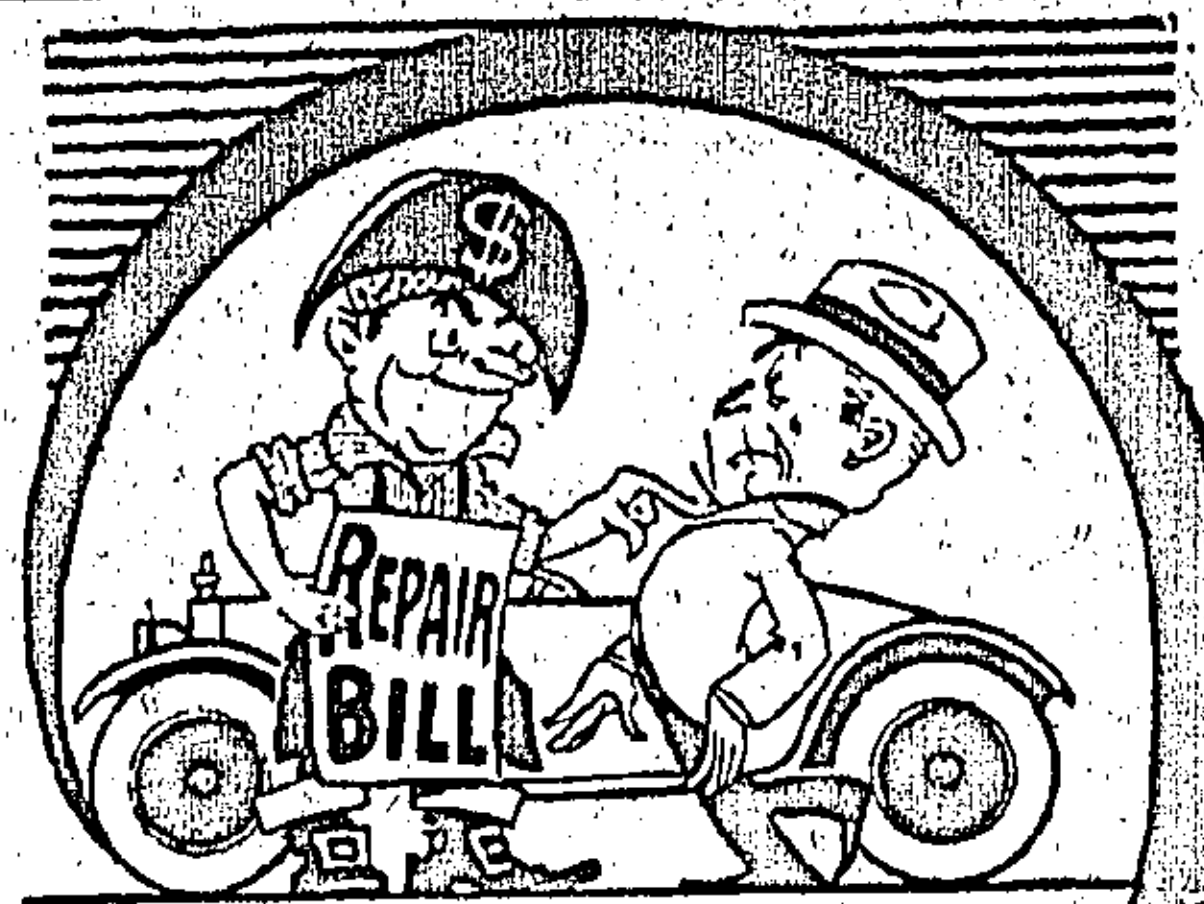
A. & P. LEONG HINGKEE & CO.

China Buildings, Sole Agents.

(Telephone C. 2794.)

TAGS FOR WALKERS.
Paris officials have found a new use for the kind of identification tags soldiers used to wear around their necks. The plan is to put them around the necks of pedestrians, so they may be easily identified when they're hit!

ONE-FIFTH LAID TO AUTO.
Practically one-fifth of all fatalities from accidents in 1923 were the result of automobile mishaps, according to the U.S. Department of Commerce. The total number of fatalities was 74,131, of which 14,411 were auto accidents.



Ever Been Held Up By a Big Repair Bill?

CHANCES are your car had been so neglected, there was a great deal the matter with it. They finally tinkered up all the kinks — but the shock of that bill almost proved fatal.

Patrons of this Garage find it a whole lot cheaper to have us keep their cars in top-notch condition all the time. It's the best way to avoid those shocking repair bills.

The Dragon Motor Car Co., Ltd.
Expert and Constant European Supervision.
Telephone Central 1246 or 1247... A. J. Allison, Service Manager.

R. 33.

This British Airship used SHELL AVIATION SPIRIT

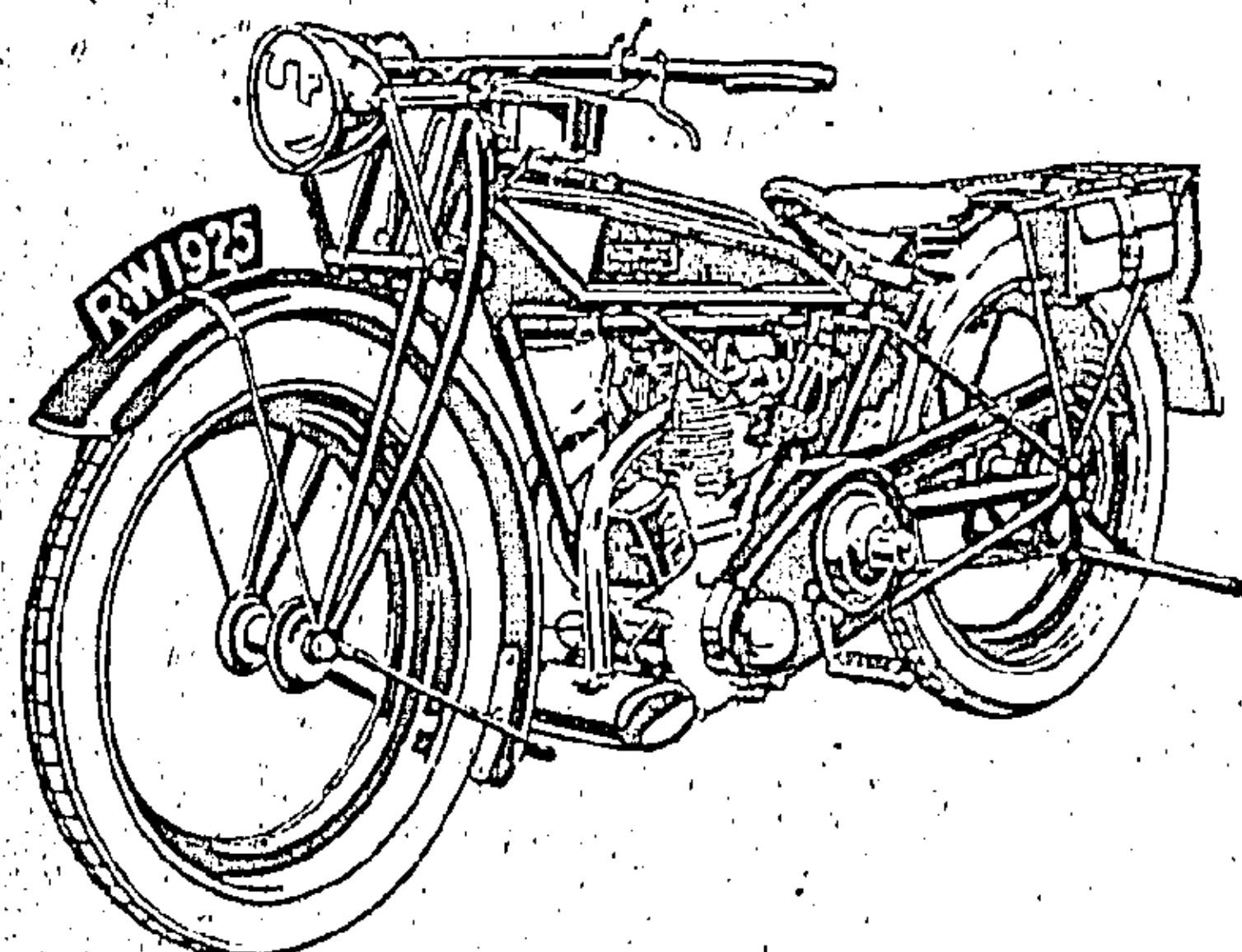
solely on her recent flight over the North Sea after having broken loose from her moorings during a terrific gale.

Any failure of the engines would have meant a total loss of the airship.

SHELL
SPELLS
RELIABILITY.

The Asiatic Petroleum Co., (S.C.) Ltd.
(Incorporated in England.)

RUDGE-WHITWORTH MOTOR CYCLES



Overhead Valves, giving best shape of combustion chamber.
Two "Celerity" Inlet Valves giving maximum turbulence.
Two "Celerity" Exhaust Valves giving most efficient cooling.
Four Gears furnishing an appropriate gear for every condition of road, load, and speed.

Electric Lighting, Efficient Brakes, Perfect steering, Inter-changeable quick detachable wheels.

A consignment of Rudge-Whitworth 346 h.p. models just received.

SOLE AGENTS

RUDOLF WOLFF & KEW LTD.

54, Queen's Road, Central.

Phone C2173.

THE BRITANNIA TROPHY.

AWARDED FOR FLIGHT AROUND AUSTRALIA.

(SPECIAL TO HONGKONG TELEGRAPH.)

The Britannia Trophy, which is awarded annually by the Royal Aero Club for the most meritorious performance in the air during the past year, has been awarded for 1924 to Wing Commander Goble and Flight Lieut. McIntyre for their flight round Australia in a float seaplane. The remarkable feature about the flight was that the Rolls-Royce engine with which the machine was equipped required practically no attention throughout the trip, which was at the time the longest trip ever made with the same engine. The Trophy was recently presented at a banquet to Wing Commander Goble, who is at the time of writing in Great Britain to undergo a Staff course at the R.A.F. Staff College at Andover. So far those in the running for the Britannia Trophy this year are Sir Sefton Brancker, Mr. Alan Cobham and Mr. Elliott for their Rangoon flight and Flight Lieut. Booth and crew of the Airship R. 33 for its wonderful performance when it broke away from its mooring mast at Pulham in a gale, drifted out across the North Sea and then fought its way back in the gale. When it returned at Pulham it was found that the whole of the twenty-eight hours trip had been accomplished with the nose of the airship bashed in as the result of breaking away from the mast, which made the airship extremely difficult to handle.

BRITISH AVIATION.

WATER COOLED AERO-PLANE ENGINES.

(Special to the Hongkong Telegraph.)

On looking through the list of the big flights completed since the War it is extremely interesting to note that practically every one of them has been completed with a water-cooled engine and so far only one really big flight, i.e. the World's Altitude Record, is held by an air-cooled engine. In a list of some twenty long distance flights ranging from 17,000 to 1,000 miles in length the only engines used are the Rolls-Royce the Napier and the "Puma." Practically all the big races of recent years have been won by water-cooled engines and more-over so far as one has heard, all the machines being prepared for the big speed races this year are also being equipped with water-cooled engines. It was, of course, a machine with a water-cooled engine on which Sir Sefton Brancker, Mr. Alan Cobham and Mr. A. B. Elliott made the big flight from London to Rangoon and back.

A USE FOR PRICKLY PEAR.

POWER ALCOHOL FOR AUSTRALIA.

As is well known, prickly pear, a cactus of the Oponia tribe, is one of the worst pests that Australia has to deal with, and hitherto it has not been dealt with, but left alone. In New South Wales and Queensland there are more than fifty million acres abandoned to the pest, and this acreage is increasing at the rate of one million acres per annum.

All efforts to eradicate the pear have failed, and the cost of a national effort for this purpose would be enormous, certainly not less than £250,000,000, and possibly without result. It has been found impossible to destroy the pear by uprooting, and the only known method is by means of a parasite which lives on the outside of the pear, and if it can be introduced into the cellular formation below the tough skin, kills the plant.

It has been known for long that power alcohol could be distilled from the pear, but the cost of cutting, crushing, and distilling has been estimated to be so enormous that the return of one and a half gallons per ton would be quite incommensurate with the expense.

Five years ago Dr. W. M. Sinclair commenced investigations into the prickly pear, in connection with research that he was conducting into the problem of cancer. Assuming that cancer is a disease of the cellular system, he deduced that the cactus should be able to give him useful information which by analogy might be available for cancer research. He has during the past five years obtained a great deal of information, but so far it throws no light on the problem of cancer.

On the other hand, he appears to have solved the prickly pear problem. He has resolved the difficulty of getting the parasite inside the skin; he has discovered a method of distilling power alcohol from the crushed pear to give a yield of 14 gallons to the ton, and thus it will be possible for him and his associates not only to clear the enormous acreage now abandoned and free it for migrants, but to provide power alcohol for Australia from illimitable and local sources.

One really interesting and amusing feature of the business is that there are parts of Australia, where, to ensure economy of cost, prickly pear will have to be cultivated for the production of power alcohol.

The same has received the benediction of the Queensland Government, and will receive those of both the New South Wales and Federal Governments.

MOTOR COACH SERVICE

Hongkong Hotel to Repulse Bay via New Road

DAILY

FARE: 50 CENTS

Leave Hongkong Hotel

8.30 a.m.
10.00 a.m.
12.30 p.m.
3.00 p.m.
4.30 p.m.
5.00 p.m.
5.30 p.m.
6.30 p.m.
7.30 p.m.
11.30 p.m.

Leave Repulse Bay Hotel

8.15 a.m.
8.45 a.m.
9.15 a.m.
11.15 a.m.
3.00 p.m.
6.00 p.m.
6.30 p.m.
7.00 p.m.
8.30 p.m.
11.00 p.m.

SATURDAYS

8.30 a.m.
10.10 a.m.
12.30 p.m.
1.30 p.m.
2.00 p.m.
2.30 p.m.
3.00 p.m.
3.30 p.m.
4.00 p.m.
4.30 p.m.
5.00 p.m.
5.30 p.m.
6.00 p.m.

7.30 p.m.
11.30 p.m.

SUNDAYS & HOLIDAYS

9.00 a.m.
11.00 a.m.
12.00 Noon
12.30 p.m.
2.00 p.m.
2.30 p.m.
3.00 p.m.
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4.00 p.m.
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5.30 p.m.
6.00 p.m.
6.30 p.m.
7.00 p.m.
8.30 p.m.
11.00 p.m.

GREATER PRODUCTION LOWER PRICE

The following substantial reductions are announced in the prices of Graham Brothers Trucks effective May 15th.

1-ton chassis from G \$1175 to G \$1095, 1-1/2-ton chassis from G \$1375 to G \$1280, f.o.b. Detroit. Other chassis prices reduced proportionately.

At the end of the first quarter 1925 Graham Brothers were first in the industry in the manufacture of 1-1/2-ton trucks.

In the 1-ton and 1-1/2-ton field they were second. Large production and large sales permit low prices.

GRAHAM BROTHERS

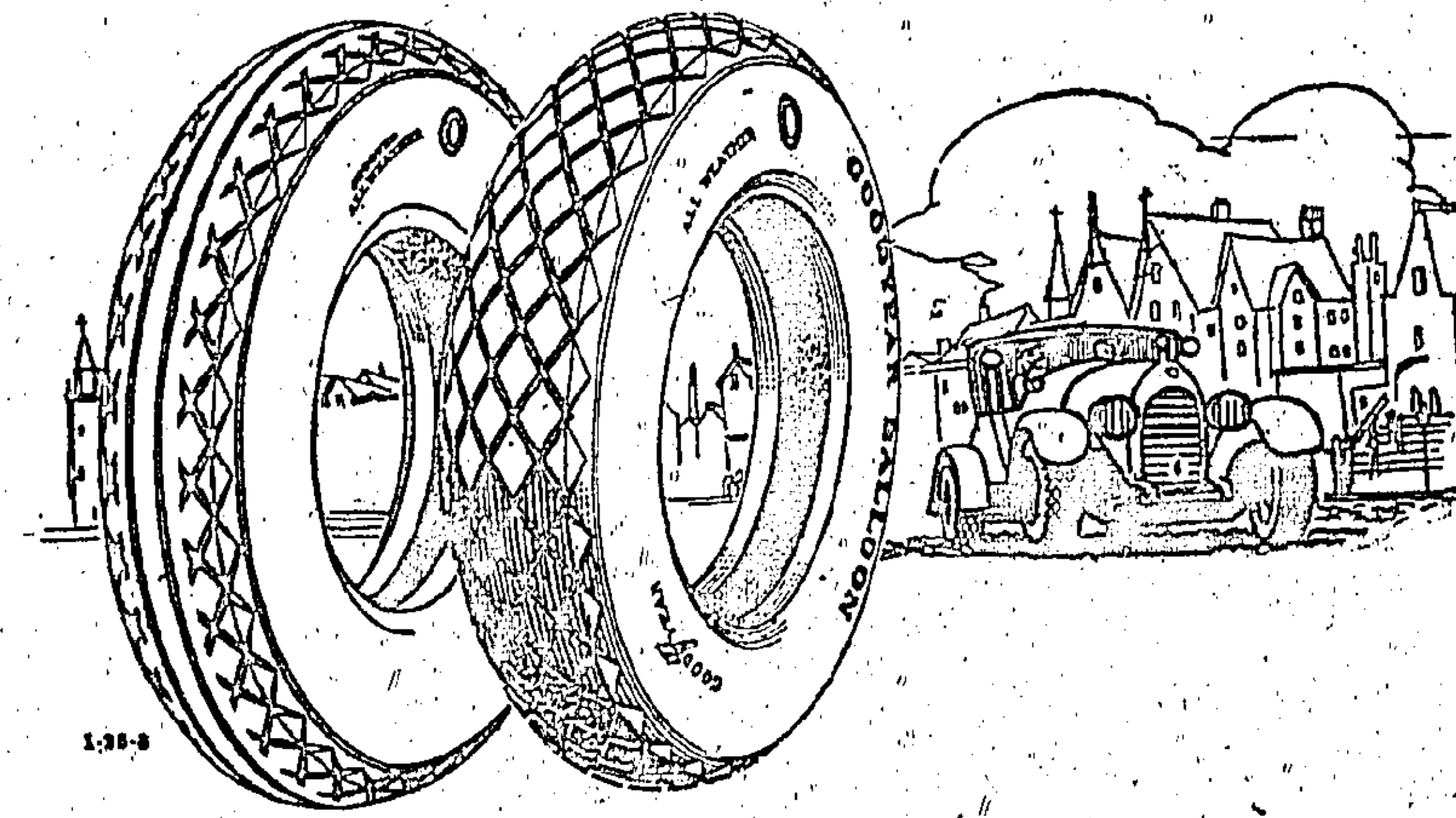
GRAHAM BROTHERS TRUCKS

Sole by Dodge Brothers dealers everywhere.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road ... (Happy Valley.)



ELASTICITY -- ENDURANCE -- STRENGTH

These are the great and paramount virtues of the remarkable new Goodyear cord material "SUPERTWIST".

It far outstretches the breaking point of standard cords.

It adds to the flexibility of that

stout body-endurance which only "SUPERTWIST" can give.

"SUPERTWIST" used exclusively by Goodyear, protects Goodyear Balloon Tyres against stone bruises and ruptures, while assuring users maximum comfort and riding ease.

Goodyear Means Good Wear

GOODYEAR BALLOON TYRES

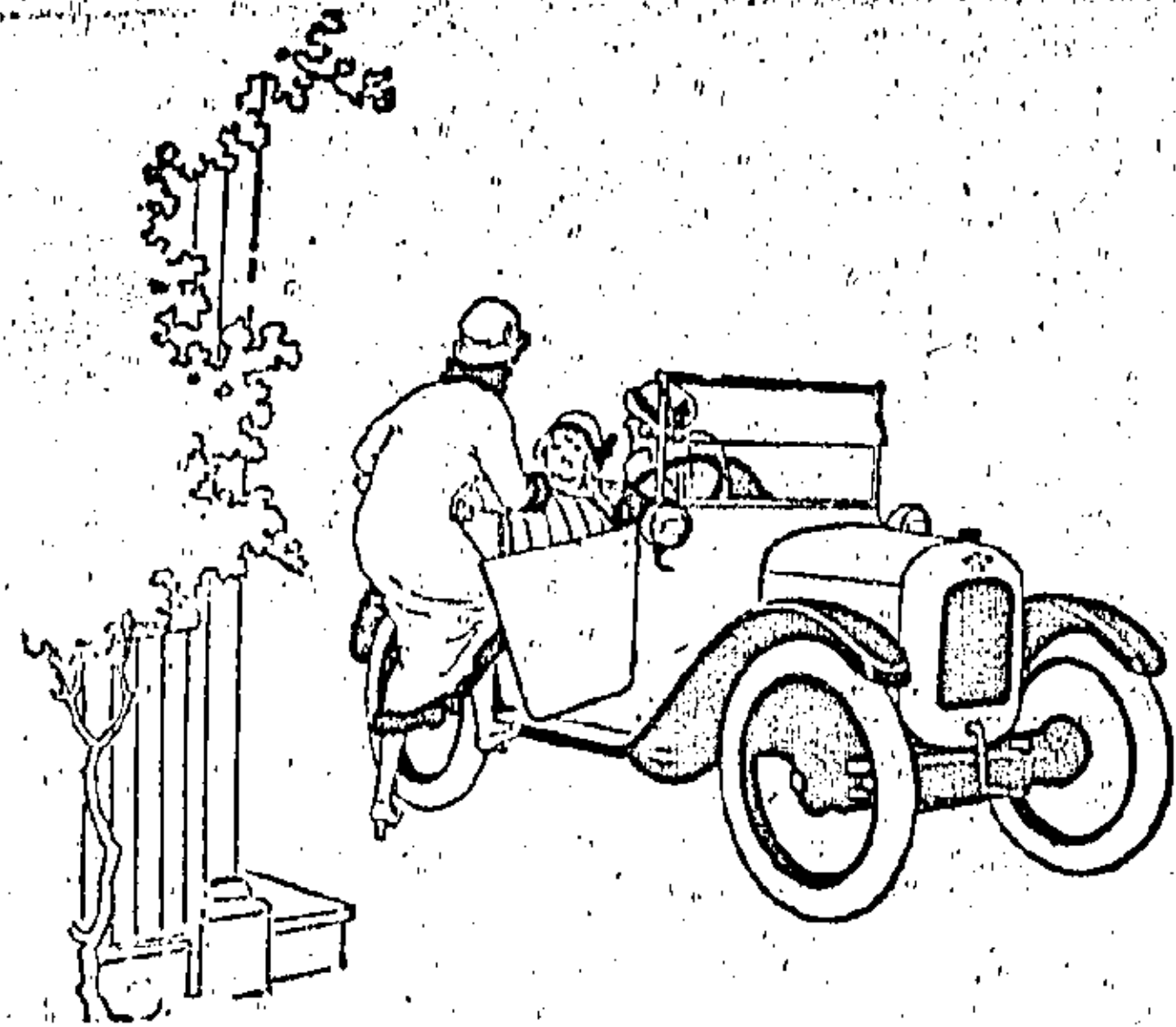
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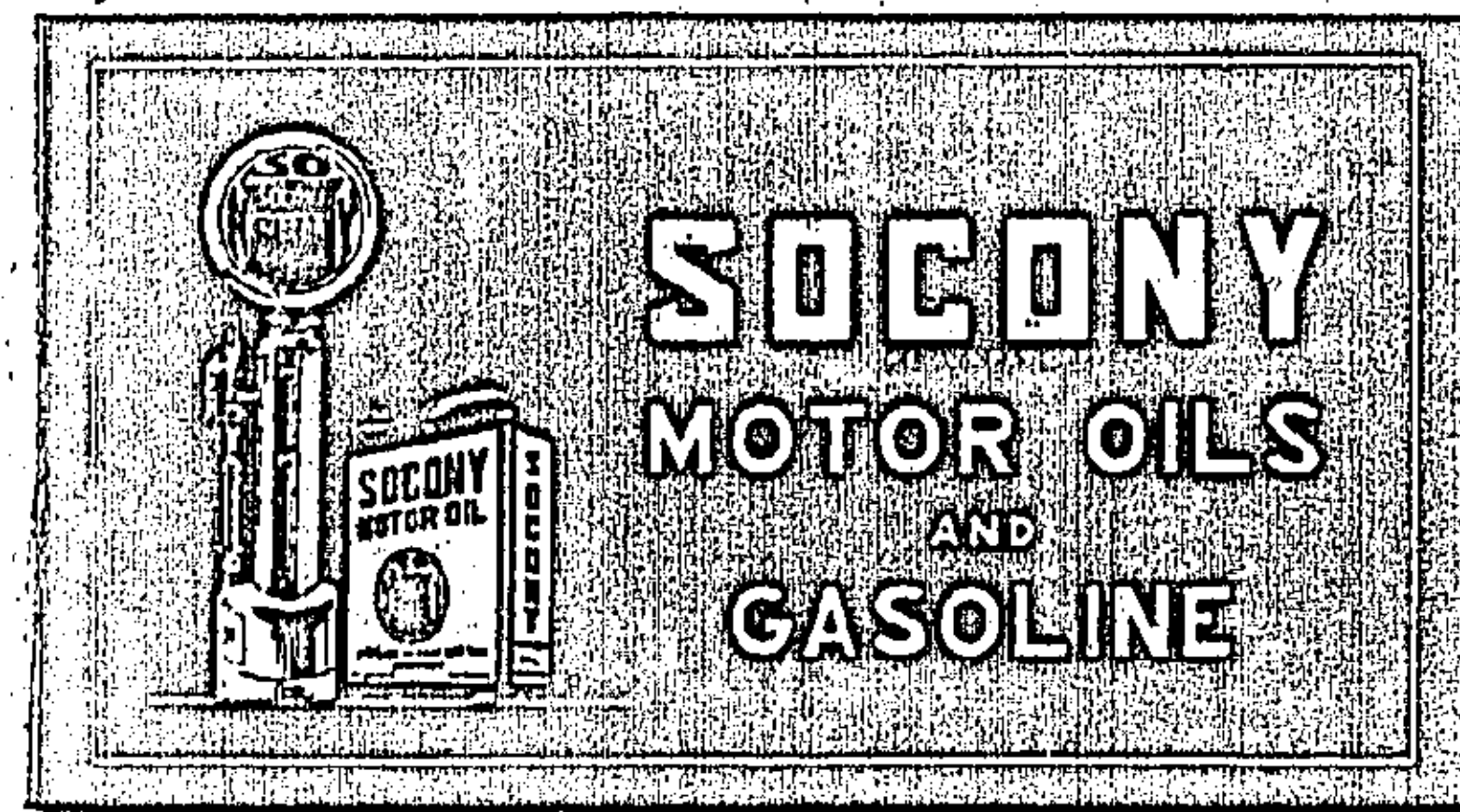
THE AUSTIN "7" AS A CAR FOR SPACE.



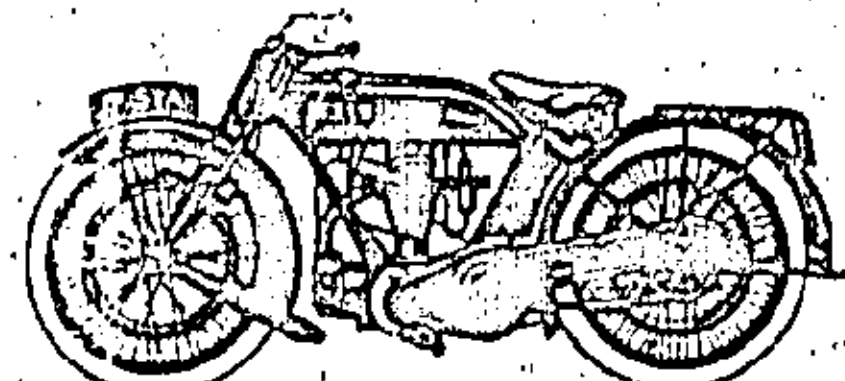
The troubles of garaging are soon overcome with the "Austin 7." Its requirements for space are as modest as its price. With hood down its height is only 4 ft. 9 inches, while its width over all is 3 ft. 10 inches. The length is 9 ft. 2 inches. Thus the owner can erect his own garage, where he would not do so in case of a larger car.

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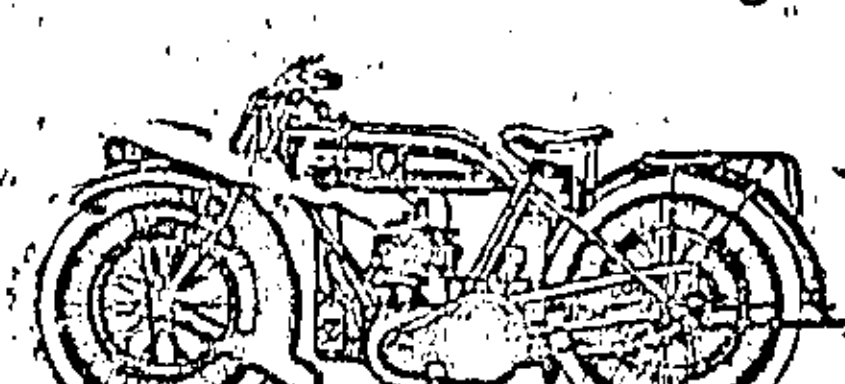
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A. GASCON,

Agent for the new 1925 Harley Davidson,

TRAFFIC REGULATIONS PARODIED (By Stan Hill)



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Stan Hill 1925

FORD CARS THAT FLY.

FAMOUS MOTOR MAKER'S NEW AMBITION.

SKY "FLIVVERS" FOR ALL.

A famous father's ambition that his son shall make an even bigger mark on the world's history than he has himself lies behind the vast new scheme which Henry Ford has conceived for air transport.

Ford's name is a household word in motoring, and it has become his dearest wish that the name of his son Edsel—whom he has already made president of the huge Ford undertaking—shall be written highest and boldest on the scroll of aviation. He wants Edsel to be "King of the Air."

I am able to tell now, for the first time, the complete story. Not only the Ford millions, but as many more as may be required are behind the great project which father and son have begun to evolve.

FROM WHEELS TO WINGS.

The brilliant organisation which won Henry Ford his wealth and fame is evident in the way this even greater problem is being tackled. No detail is being forgotten.

Patiently, methodically, the way is being paved for the day when the Ford sheds its wheels and takes instead to wings.

It is Henry's belief that the future of human progress depends upon more equal distribution of population throughout the world—upon an opening up of vast resources which still lie dormant. Transportation as civilisation! And so, having conquered the problem of road transport, he foresees the world's salvation in a universal taking to the air.

Likely to be even more historic than the first Ford motor-cars are half a dozen little metal "air-trucks" which have just emerged from the great Ford plant at Detroit.

DAILY TRIAL TRIPS.

They are new experiments in feather-weight metals and simplified motors. They are the forerunners of the winged lorries which are to revolutionise transport.

These little trucks with wings are being flown each day over the 250 miles which separate the Detroit and Chicago plants of the Ford Company.

With their half-ton loads on board, these aerial trucks soar up in the morning and return in the evening. Every detail of their performance is being noted methodically. Every defect is recorded—and is being remedied.

They are being tested in the air just like a new type of car on the road.

Edsel Ford is now superintending laboratory experiments of the most complete and costly kind. Already, thanks to these researches, the first batch of "air-trucks" are hundreds of pounds lighter, per machine, than any aircraft of similar size produced before.

FOOLPROOF PLANES.

The aim of the whole thing is a van of the air, and also a little passenger type of air-car, which shall be as absolutely practical a commercial proposition as the existing Ford of the road.

BUILDER OF FIRST U.S. MOTOR-CAR DEAD.

Mr. Elwood Haynes, who built the first motorcar in the United States, and also a discoverer in the field of metallurgy, has died at Kokomo, Indiana, at the age of 67, after a brief illness.

Mr. Elwood Haynes, who was born in Portland, Indiana, in 1857, was educated at the Johns Hopkins University. It is claimed that he discovered tungsten chrome steel in 1881, an alloy of chromium and nickel in 1897, an alloy of cobalt and chromium in 1900, and "stainless steel" in 1911. In 1893 he designed and constructed a motor-car with a single cylinder air-cooled engine, chain transmission, and cantilever springs which was first driven in July, 1894. A company was formed in 1893 which still exists under the name of the Haynes Automobile Company, and of this Mr. Haynes was president, until his death.

The engineering division of the Cadillac Motor Car company occupies four floors of an entire wing of one of the company's manufacturing buildings. It includes a dynamometer test room, extensive offices. It employs 136 men. Their work is creative and is always concerned with the future.

They will have the simplest possible motors. They will be built of the fewest possible parts. Their metal construction will enable them to stand out, in all weathers, without coming to any harm.

They will be so easy to fly that any farm lad, or handy-man, will be able to jump in them and go flying away. We shall have errand-boys of the air.

What others have been talking about, the two Fords, father and son, are actually beginning to accomplish under our very eyes. They are tackling this "air proposition" in precisely the same way as, years ago, Henry tackled the motor car proposition. We do not need to be reminded of what he accomplished in that field; and the scope in this new field almost staggers the imagination.

ALTERING TIME AND DISTANCE. The cheap, safe, universal aeroplane means not merely a change. It means a revolution. It means we shall have to alter all our present notions of time and distance. Indirectly it will lengthen our lives, because we shall be able to do so much more in any given period, thanks to the speed at which we shall dart here and there in cheap little "flivvers of the sky."

Awaiting only the day when a machine is evolved which really satisfies Edsel Ford and his experts, the vast Ford plant is ready for mass-production. Metal air-trucks will stream forth, not in tons, or hundreds, but in thousands, and the ramifications of the Ford organisation will distribute them broadcast. The world will take to wings.

We shall wake up one morning to find that the air age, long-promised, has actually dawned.

QUARTER CENT A MILE.

Motorists pay an average of a quarter of a cent a mile, in the form of registration fees and gasoline taxes, according to the U. S. Bureau of Public Roads. The computation is made on the basis of an average annual mileage of 6000 miles for each motorist.

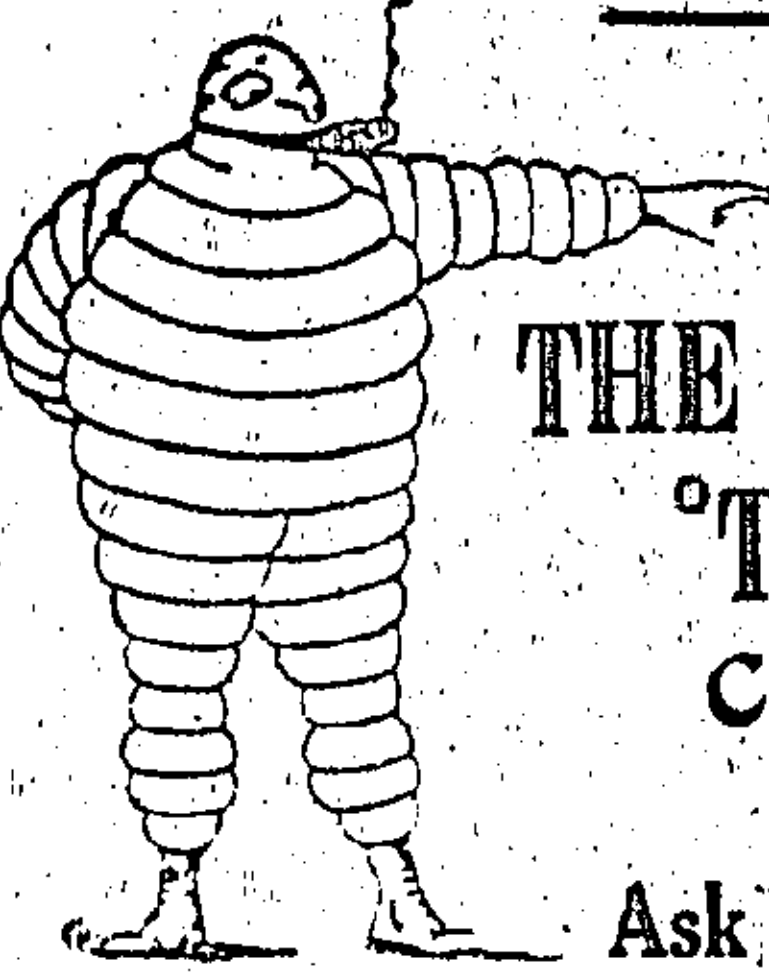
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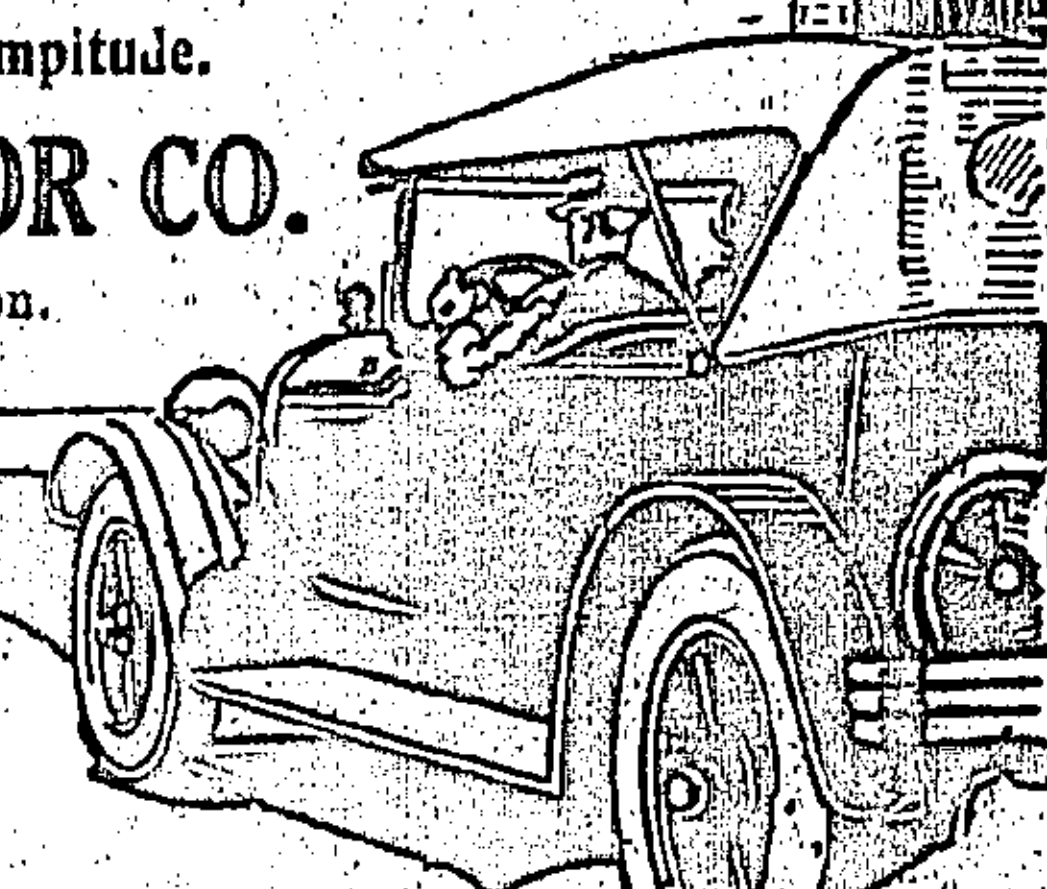
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For Demonstration.

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FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 30th. MAY, 1925.

EXPLORING SARGASSO SEA.

Secrets of the Deep Sought by Women.



Off for the mysterious and much fabled Sargasso Sea are these intrepid girl-scientists, who accompany the William Beebe expedition of 24 famed scientific specialists. At left are Miss Ruth Rose, historian, and Isabel Cooper, artist, shown with a giant boa killed during a previous expedition to British Guinea. At right is close-up of Miss Rose who will record, as historian, the secrets of the Sargasso.

New York:—In the future it will probably be "Mlle. Columbus!" For, although it causes the bones of Cortez, De Gama, Magellan, Marco Polo and all the rest to turn in their graves, it must be reported that a woman's hand will be first to record the secrets of one of the great romantic mysteries of all time: the Sargasso Sea.

And another woman's hand will paint for posterity the replicas of these new-solved secrets.

The two young women are Miss Ruth Rose, historian of the

New York Zoological Society, and Isabel Cooper, artist, and they are part of the intrepid scientific crew that sails away in the laboratory-ship Arcturus to strip the Sargasso of its legend and fable.

Heading the scientific party, which includes geologists, botanists, sculptors, photographers and what-not, is William Beebe who for 20 years has followed the trails of strange birds, rare insects, animals and sea life; who tracked the Darwin bolt in Galapagos and who has written a half dozen authoritative works on his explorations.

What does he think of women in exploration?

"If it were feasible I would have my entire scientific party made up of them, just as readily as not," he smiles in reply. "Fine minds are as necessary in modern research exploration as fine courage. It is easier to find fine women than fine men."

The modern young woman, it appears, is as well prepared for the scientific trail as are men—and some of them better. In the pursuit of butterflies and insects they are more patient; they have an inexhaustible enthusiasm and

zeal for discovery and a talent for accurate recording.

In what few places remain to be explored and in the search for the few unfound objects they will probably play important roles.

Also they go about their trips and work without fear. "You know I never carry a gun, a butterfly net is my weapon," says Miss Rose, who already has been into Africa on an exploration venture and who, before the present trip is over, will have penetrated fever district and jungle.

In exploring the Sargasso Sea every implement of modern science will be employed.

Thus far the reports of this strange floating mass of seaweed and sea life have been extremely vague. It lies between the Azores and Bahamas, though the exact location is indefinite.

"The extent of it, it seems, varies with the winds and currents," says Beebe. "It has been placed variously anywhere from Morocco to the Gulf and from the Equator to the temperate zone."

It is believed to be as large as the continent of Europe. Numberless tales of disasters and sea mysteries have been written about it until it earned the name of "Port of Missing Ships."

When the Arcturus returns the time-hidden secrets will be revealed.

And, were it further necessary for woman to prove worthy of emancipation, the story of this ages-old mystery will be jotted down by a dainty, sun-burned hand.

COULD NOT COME DOWN!

Aeroplane Blown Upward.

Rising tail first when he attempted to land was the recent amazing experience of an airman in Australia.

Huge air currents sweeping from the Pacific Ocean and, striking the Australian coast, flew upwards in great air-lifts to a vast height.

The airman, who was piloting a moderate-powered aeroplane, flew into one of these vertically-rising air-streams without knowing it.

When he dipped to land he was astonished to find he was gaining altitude instead of losing it. "Even when he dipped his machine at a steeper angle, he still found he was climbing tail first."

This queer experience persisted for some time till he got into a more normal current of air and managed to effect a safe landing.

The story was told by Wing-Commander S. J. Goble, winner of the Britannia trophy for the air race round Australia.

He described in vivid language the air bumps, or pockets, which he encountered while on the flight.

"We were shot up as much as 100ft. on occasions," he said. "The bumps were colossal. We had experienced nothing like them before."

MR. SARGENT'S FUNERAL.

The funeral of the late Mr. John Sargent, R.A., took place last month at Brookwood Cemetery. The body, which had been lying in the private mortuary at the Necropolis station at Waterloo for the past few days, was conveyed to Brookwood by special train, which also carried the two mourners Miss Sargent and Mrs. Ormond, Mr. Sargent's sisters, and a few of the dead artist's personal friends. Although a request had been made that there should be no flowers, several beautiful wreaths were sent those being from the Directors of the National Gallery, the Royal Academy, and other similar bodies. In deference to the wish of the relatives, and in view of the fact that a public memorial service will take place later, the obsequies were kept as private as possible.

IN ANCIENT EGYPT.

The Cost of "Mummification."



DOOR OF TUT-ANKH-AMEN'S TOMB

FREDERICK W. PATTERSON, PRESIDENT NATIONAL SELECTED MORTICIANS

PORTRAIT STATUE OF KING TUT

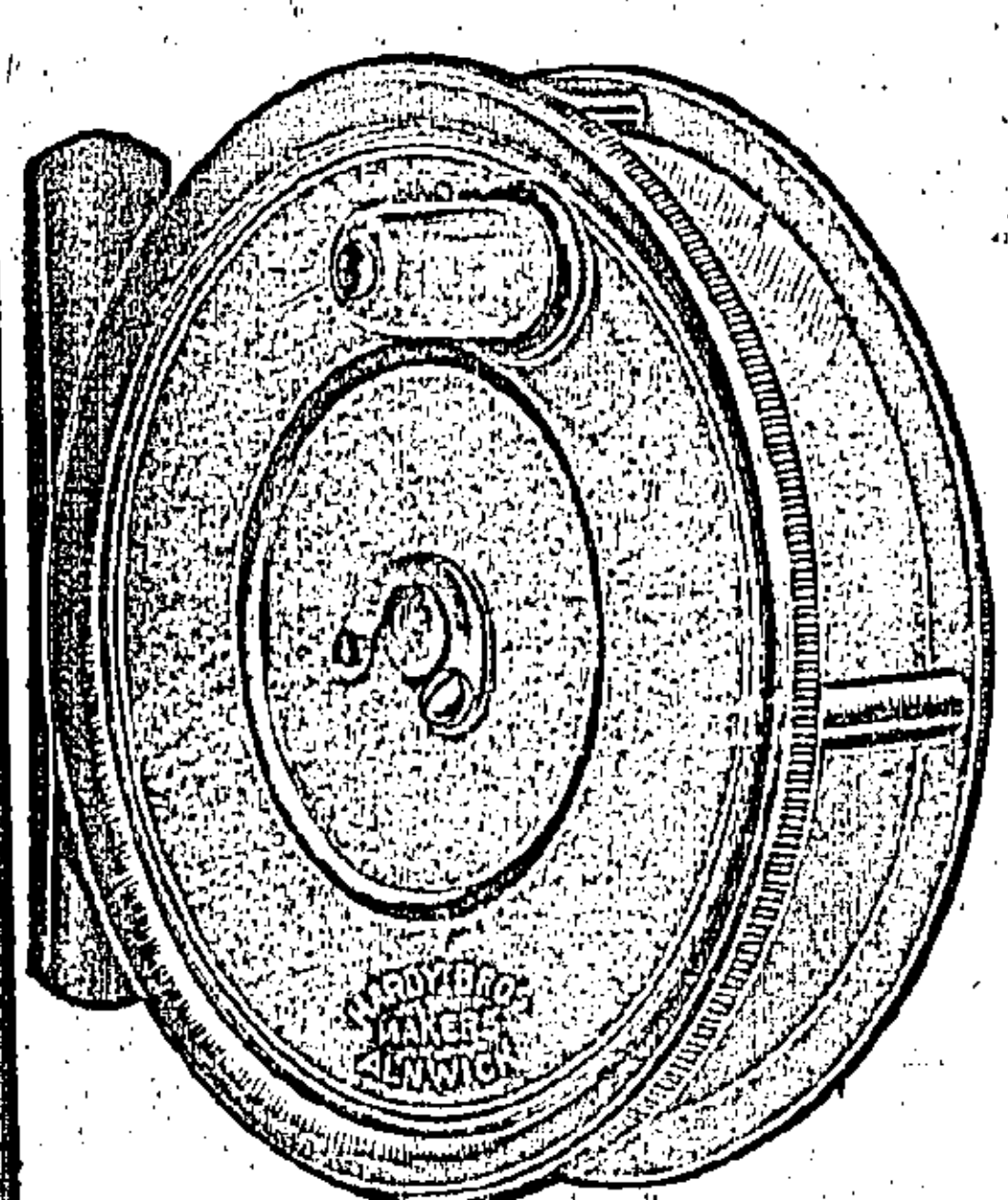
To be mummified like king Tut-Ankh-amen cost the equivalent of \$6,000, exclusive of the expense for jewels, gold work, carving and enamel on the outer and inner mummy cases and the coffin, according to Mr. Harry G. Samson of Pittsburgh, of the National Selected Morticians, in an address here at Chicago.

"Ordinarily wealthy ancient Egyptians were embalmed at a cost approximating \$1,500," said Mr. Samson. "Ancient Egypt was a tomb. Forty-two million mummies were preserved in her mausoleums and rock sepulchres. An Egyptian of antiquity would mortgage everything he possessed, even to the mummies of his ancestors, to prepare on a vast scale for his

own eternal preservation and for a magnificent residence for his mummy."

"If the United States were to practice mummification on the scale of ancient Egypt the cost would absorb all the surplus national wealth. Our great public buildings would be mausoleums. Fifth avenue and Lake Shore Drive would be lined with low, massive, marble and granite buildings, the ornate tombs of the mummies of the rich. Huge mortuary statues would line the boulevards."

"As a matter of fact the annual mortuary expense of the United States is only one-half of 1 per cent. The code of ethics of the National Selected Morticians, an organization of members of the profession throughout the United States, assures economy and propriety in honours to the dead. The morticians' organization is on record against over-elaborateness and declares for funeral ceremonies on a scale appropriate to the means of the survivors."



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Shanghai. Hongkong.

Radio Notes & News.

The Wireless Service Of The Canadian National Railways.

With the opening of the new
Moncton radio broadcasting
station on Friday, November
7th, the Canadian National
Railways completed the ninth
link in the greatest chain of
broadcasting stations in the
world under one management.
One more link—Vancouver—re-
mains to be added, and then the
chain is complete from the
Atlantic to the Pacific.

All this has not just happened.
This radio service of the National
Railways of Canada, unique
among transportation services, is
the outgrowth of careful experi-
mentation, careful thought and
much hard work. Yet the
organization has been so com-
plete and the plans so perfectly
laid, that in only a matter of
eighteen months this feature of
service offered the public has
developed from an idea to its
present physical magnitude.

Radio experimentation on the
Canadian National Railway
may be said to extend
back as far as 1902, when
Sir Ernest Rutherford, then a
professor at McGill University,
carried out successfully the
transmission of signals by wire-
less to a moving train on the
Grand Trunk Railway System
between Toronto and Montreal.
The Grand Trunk System is now
part of the Canadian National
Railways. That was the first
occasion upon which wireless
had been successfully transmit-
ted to a moving train. Nothing
was done, however, to adapt the
service to transportation uses.

It was in the early summer of
1923 that radio on the Canadian
National Railways really came
into being. A party organized
by the Brooklyn Daily Eagle
were on their way across Canada
on a special train. The members
of this party were influential
citizens of New York, Brooklyn
and the State of New Jersey and
it was decided, as a novelty, to
broadcast them a message of
welcome to Canada as their train
left Montreal and to tell them
something of the scenic treats
in store for them on their west-
ward journey. The observation
car of their train was fitted
with a receiving set and Mr.
W. D. Robb, vice-president of
the Canadian National Railways,
who was keenly interested in
radio from a scientific standpoint,
delivered the address into the
microphone. The experiment was
successful beyond anticipations
and, in that moment the radio
service of the Canadian National
Railways was born.

It was left to Mr. Robb to
organize the department and to
develop the general line of policy.
He gathered about him several
capable radio engineers headed
by Mr. W. H. Swift, Jr., who was
appointed Radio Engineer for the
entire system. Negotiations were
entered into with companies
in Montreal already operating
broadcasting stations, several
trains were equipped with receiv-
ing sets and on New Year's Eve,
1923 the radio programme of the
Canadian National Railways be-
came an established fact with a
broadcast from the Northern
Electric Station in Montreal.
Speakers on that occasion were:
Sir Henry W. Thomson, Chair-
man and President; S. J. Hunger-
ford; J. E. Dalrymple and W. D.
Robb, vice-presidents.

The next step was the erection
of a broadcasting station in
Ottawa. This was carried out by
the National Railways and in a
few months Ottawa became the
site of the most powerful broad-
casting station in the Dominion.
Next came the establishment of
other links in the chain. Bit by
bit stations were added in
Winnipeg, Regina, Saskatoon,
Calgary, Edmonton, Toronto and
finally in Moncton, and the Com-
pany was in the position of being
able to broadcast east and west
across Canada at will. There
were special occasions when novel
experiments were carried out.
The Montreal and Ottawa stations
were "tied in" and the same con-
cert broadcast simultaneously
from the two stations. Before the
establishment of the Winnipeg
station, Sir Henry W. Thomson,
sitting in his room in the Port
Garry Hotel spoke into the long
distance telephone and his voice
was broadcast instantaneously
from the radio station in Cal-
gary. These were experiments
that showed the way to the radio
world and proved that Canada
could take the initiative in this
new science.

While this was going on the
work of equipping trains with
radio receiving sets was not being

neglected. Difficulty was experi-
enced at first in securing the types
of sets necessary for the success-
ful reception of concerts on board
a moving train, but this difficulty
has been overcome and to-day all
of the 16 transcontinental trains
needed for the eastward and
westward daily movement of pas-
sengers between Montreal and
Vancouver have been equipped
with receiving sets. Two of the
trains operating between Mon-
treal and Quebec have been
equipped also and the next train
to receive attention will be "The
National" which operates be-
tween Toronto and Winnipeg.
Eventually every important train
on the System will have radio
receiving sets. These sets are
placed in the compartment
observation cars on the trans-
continental route and on the
parlor library car of the
Montreal-Quebec trains. They
are fitted with a number of in-
dividual head-phones as well as
loud speaker, those desiring to
listen to the reception may do
so through the phones. All
hotels of the System also have
receiving sets.

There was another important
feature to be considered. All
these various stations used dif-
ferent call letters, none of which
had any relationship to the
railway. It was discovered that
Morocco was using the call
letters CNR and as these letters
happened to be the initial of
each of the words that make up
the name of the Canadian
National Railways, it was de-
cided to ask Morocco to re-
linquish these call letters to the
Company. A number of dif-
ficulties were met, and, for a
time, it was thought the plan
would fail, but the co-operation
of the Federal Government, the
British Foreign Office and the
French Government proved suc-
cessful and early this summer
the Canadian National Railway
came into possession of the call
letter CNR. To these were
added another letter indicative
of the place of broadcast. "Mon-
treal has CNRM; Ottawa CNRO;
Calgary CNRC and so forth.
Difficulty arose in the case of
Moncton where, had the same
plan been carried out, the call
letters would have clashed with
those of Montreal. It was de-
cided, therefore, to name Moncton
Station CNRA, the "A" symboliz-
ing the Atlantic Region of which
Moncton is the headquarters.

Briefly and without elabo-
ration, this is the history of the
establishment of the Canadian
National Railways. But the
building of stations and the equip-
ping of trains with receiving sets
was only one feature of the work.
There had to be a directing policy
if the service was not to prove a
hit and miss affair. It had to be,
moreover, a policy of real service
not merely to the company and
its patrons, but to the country at
large, if it was to justify itself
and to retain its popularity. That
policy, as it was conceived and as
it has been followed, is a policy
of service with a capital "S."

PROGRESSIVE POLICY.

The broadcast of music and
features of entertainment is only
part of the policy of the company.
The real policy lies in the
dissemination of information
about Canada that is calculated
to attract the attention of capital,
of settlers and of tourists. Every
programme has on it a short
address written with this end in
view. Information on the natural
resources, the physical attractive-
ness, the opportunities to the
settlers, the capitalist and the
industrialist, of Canada have
been broadcast from every radio
station of the Canadian National
Railways. How wide-flung has
been this publicity may be judged
from the fact that during the
year more than 20,000 applauses
have been received from
every part of Canada and the
United States and letters telling
of the reception of broadcasts
from these stations have been
received from Great Britain, New
Zealand and Honolulu. Officers
of the radio department con-
servatively estimate the nightly
audience at more than two million
people and the traffic and
colonization departments attest
to the efficacy of radio in requests
for further information as to
holiday resorts and to the oppor-
tunities offered the young men on
the land in Canada. Passengers
on trains have not hesitated to
express their appreciation of the
entertainment provided them on
route across the country.

There is another important
plank in that policy which must
be mentioned and that is the co-
operation of the radio department
of the company with national
welfare campaigns. The value of
this co-operation was splendidly
illustrated last spring during the
"Forest Fire Prevention Week".
That week short talks on the need
of protecting Canada's forests
from destruction by fire were
broadcast from every station then
in operation. In this work men
high in the public life of the
Dominion, cabinet ministers,
ministers, premiers of provinces,
directors of forest service for the
government and leaders in the pulp
and paper and lumber industries
of the country gave their services.
The result was really amazing.
Forest fires along the lines of the
Canadian National Railways
and with more than 9,000 miles
of such territory they serve a
greater forested area than any
railway in the world except the
trans-Siberian—forest fires along
these lines showed a decrease
of more than 50 per cent. and a
most encouraging decrease re-
sulted throughout the Dominion
as a whole.

Here then, are some of the
general policies of the company
and some of the results. But
there is another important result
to be mentioned. It may be
termed indirect, but that does not
lessen its importance. This
radio policy of the Canadian
National Railways has done an
incalculable good in keeping con-
tent those who have to live in
sparsely settled districts of the
north and west. There is a
weight of evidence in the radio
department of the company to
prove this fact. The majority
of farm houses in Western
Canada are now equipped
with radio receiving sets. From
CNRO daily quotations from the
grain and cattle markets are
broadcast and each evening from
one or more of the prairie stations
the air holds entertainment for
those who have the means to
listen. The obstacle of distance
has been overcome. Geography
has been eliminated. The settler
on the prairie, the trapper on the
mountains and the logger in the
woods, no longer has to go to the
city. The city comes to him.
Only those who have seen for
themselves how the dread of
isolation has retarded the pro-
gress of our development in our
west and in our hinterland, can
understand the tremendous part
that the radio of the Canadian
National Railways is playing in
the lives of these, the last
pioneers.

One more feature alone needs
to be mentioned and it has to deal
with the value of radio in the
administration of the railroad.
It is doubtful if many Canadians
understand the magnitude of
their National Railway System.
Nearly everyone knows it com-
prises more than 23,000 miles
of operated track and that it
touches every province, every
capital and every important city
and town. But few understand
what this 23,000 miles mean. Few
know that to travel every foot of
that track it would be necessary
to remain for practically three
weeks on a train travelling with-
out a stop at the rate of 50 miles
an hour. That being the case—
you can work it out for yourself
if you don't believe the statement
—it is not hard to conceive that
some difficulties are experienced
by those charged with the
administration of the property,
in maintaining that persona
touch with all officers and em-
ployees which is essential in
insuring the success of the enter-
prise. It is beyond the ability of
a human being to meet personally
every member of such a wide-
flung organization and, by the

way, those members number more
than 110,000. In surmounting
this difficulty radio has played its
part in the administration of
the Canadian National Rail-
ways. At regular intervals
officers of the company, including
the President and his executives,
talk to other officers and em-
ployees from a broadcasting
station. The result has been a
strengthening of morale, the
strengthening of an intimacy be-
tween distant but co-related por-
tions of the system that is most
heartening and a general im-
provement in service that is re-
flected in the increasing patronage
and favour of the travelling and
the shipping public.

GERMS ON SEEDS.

Examining seeds of poppy, rice
and other plants, G. J. Fowler
and Miss R. K. Christie have
found certain bacteria in them
or attached to them. These
bacteria seem to be always asso-
ciated with the seeds, and to be
helpful in promoting the growth
of seedlings, although they have
been proven to be not all
essential to germination.

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OVER TWENTY YEARS EXPERIENCE in the Electro-
deposition of Metals in Hongkong places us in a position to
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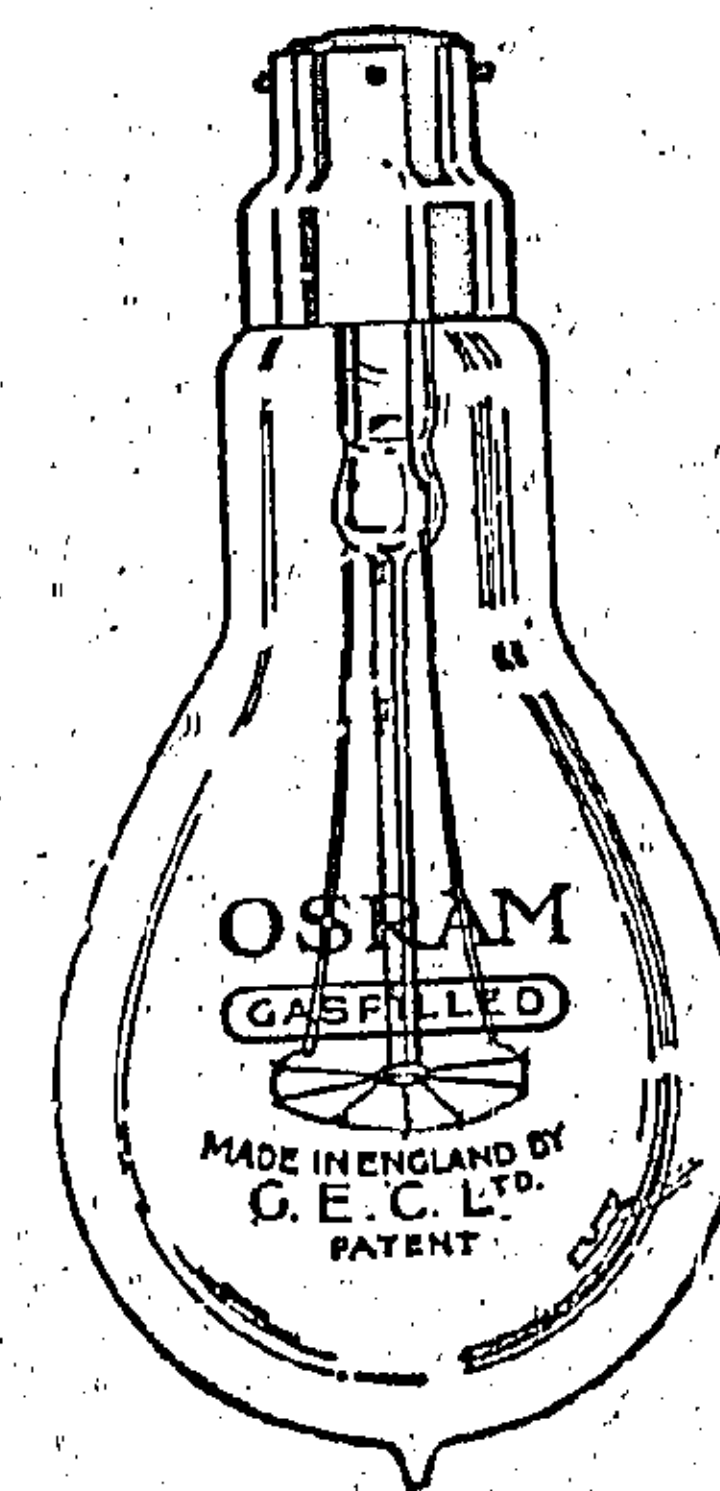
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SINCERE'S, SUN CO., WING ON, & ALL ELECTRICAL CONTRACTORS.

DRINK
MALTED
MILK

WOMEN'S INTERESTS

BE SURE
IT'S
NESTLE'S



The unique embroidery on the frock at the left is done in blue and black silk with a spangle bead interwoven. In the centre is a distinctive evening gown of gold lace, trimmed with gold beads. Two long graceful trains fall from the waist. At the right is one of the loveliest of summer-evening gowns. It is made of flesh chiffon over a lining of silver cloth. A soft blue chiffon forms the interesting neck and narrow front panel.

The distinguishing feature of the 1925 styles is the absence of neck. Apparently it has passed utterly from the sartorial picture. The whole fashionable world has voted unanimously for colour—lots of it.

There is practically no call for neck, unless it is combined with colour. The all-black outfit is absolutely passe. This total disregard for what has always been considered the height of elegance reveals alike for day and evening. The only exception is the black

lace frock, which is liked for formal wear, but which is brightened by a brilliant wrap of velvet or brocade.

SHORT AND COLOURFUL

The new evening gowns are very short and very colourful. They are straighter, too, than the daytime frocks, and seem loathe to use much material. However, they are frequently very ornate in a concentrated area.

Notice the one pictured with the spangled bird nesting in embroidery done in black and pastel colours. This costume is white crepe with a wide band of embroidery in pearls and silver lined bangles.

The flesh coloured chiffon one, heavily beaded and embroidered in pastel shades with the fullness in front is a popular type of dancing frock. It is mounted over a slip of silver cloth that brings out the delicate colours most fascinatingly.

A graceful model is the one of gold lace, trimmed with gold beads and graceful draperies.

Evening gowns, are of two types. The ornate beaded, or embroidered model, or the simple chiffon or georgette model with practically no trimming, that depends entirely upon its colour for its charm. The untrimmed chiffon frock, with handkerchief points or ruffles or graceful drapery is still very popular and is worn by the most exclusively dressed women.

CHARMING FROCK.



There is much charm to this dinner frock of white crepe de Chine, draped slightly about the hips and fringed with white silk fringe. It has the ornate skirt and plain bodice that fashion decrees.

THE EVENING WRAP A COAT.

The use of colour on white is very subtly worked out this season.

THIS WEEK'S RECIPE.

ORANGE JELLY.

Two cups orange juice, 2 table-spoons granulated gelatine, 1/2 cup cold water, 1 cup boiling water, 1 cup sugar, 3 table-spoons lemon juice, 3 bananas, 1 cup chopped walnuts, 1/2 cup seeded and plumped raisins.

Soften gelatine in cold water. Add boiling water and stir until dissolved. Add sugar, orange juice and stir until sugar is dissolved. When beginning to jelly add bananas cut in thin slices, nuts and raisins. Turn into a mold and let stand until firm and chilled. Serve with slightly sweetened whipped cream.

Scrape the bananas to remove the fuzzy coating before slicing.

YOUR EVENING FROCK.

There are two kinds of evening gowns, one to suit the petite, fluffy type, and another for the classic type of beauty. For the latter there are straight or draped dresses made of silver or gold lame, while the "fluffy" woman has billowing frocks of plain or figured chiffon, mousseline de soie or georgette. Lace of the same colour is employed as a trimming, although the material is so picturesque that half the time full panels inset at the side, pleats and circular aprons are relied upon for decorative effect. A new trimming that looks most effective on the silver and gold lame dresses is silver mesh and fringe.

ATTRACTIVE HEAD BANDS.

With shingled locks almost a universal fashion, evening head-bands have become necessities. Coiffeurs have created head-bands made on a foundation of net or tulle. They follow the shape of the head and keep the hair in place as well as afford a charming head-dress. The band itself, which is of a diamond shape, is embroidered in beads and studded in imitation stones, or else embroidered in heavy silks, and the net or tulle foundation is scattered with crystal beads of one or many colours so that from a distance it looks as though tiny diamonds were sparkling in the hair. These are expensive novelties to buy, but quite easy and inexpensive for the girl with clever fingers to fashion out of odd scraps of lame materials, a skein or two of pretty silks, and a box or two of beads or imitation pearls.

FLOWER TRIMMINGS.

Flowers as a decoration for evening frocks is an old idea that is being launched in a new form this season. Flowers made of chiffon or mousseline de soie are chosen, and these are seen in their most gigantic form. There are varied ways of using them. One is to add a series of gathered panels round a skirt and to finish off the ends of each one of these with one or more of the flowers, according to the width of the panels and the size of the bloom. Another is to add a circular flounce to the skirt and completely cover this with flowers. It is rare to see flowers of a contrasting colour decorating a dress in this way, usually tones to harmonise being chosen. Very often to match a dress trimmed in this way, a scarf made of mousseline de soie or georgette is worn, and must be trimmed with rows of the same flowers as those which figure on the dress. Tulle scarves are also seen a great deal for evening wear.

FRUIT AND THE CHILD.

It is commonly accepted that even a young baby requires a certain amount of fruit juice a day. There are several reasons for this, which are equally important in the case of the older child.

First, all fruits contain soluble vitamins.

Second, almost all fruits contain iron and other valuable mineral substances.

Third, certain fruits, wisely given, have exactly the same effect as certain medicines.

The fruits commonly used in a medicinal way are oranges, rhubarb, figs and prunes. A sane and useful method is to serve each child the juice of one of these fruits half an hour before breakfast, the amount varying from one to two tablespoonfuls, depending on the age of the child.

An uncooked apple is as indigestible as an uncooked potato. Contrary to the much-quoted theory that "an apple a day keeps the doctor away," one doubts if any other thing will compel a mother to have the doctor in so surely as letting a child indulge his taste for uncooked apples. If a child is going to eat apples, be sure that they are well-baked ones. Many mothers complain bananas do not agree with their child, but if the banana is a ripe one, and beaten with a fork to a soft pulp, it will not cause trouble. With younger children it should, of course, be scraped first, and the seed-centre removed.

Probably the best fruit is the orange, but, alas, it is a fruit of which children soon tire if served to excess. The apple lends itself to a greater variety of uses, hence its popularity, even with the younger members of the household.

HATS AND SCARVES.

Soft straws are being tried for sports "pull-on" hats in an attempt to out-felt, and other pull-ons are of silk with a darned pattern. Felt, however, has a very strong hold for comfort and lightness.

Scarves are almost as general as last year, and many are beautiful and original. Quite a number are made to match hats in colour and decoration. The simpler sports scarves are knotted at the back of the neck or at the shoulder, and there are plenty of wide scarves from the clouds of tulle in the evening to the vivid crapes de Chine wraps made of horizontal and perpendicular stripes of colour.



Royalty and nobility worship these eyes. They belong to Aliz Dorane, a young French actress. She is visiting the United States at present.

THE TRIUMPH OF RIBBONS.

Floating ribbons have never been so popular as they are this season. Dresses of printed chiffon or georgette have the principal colours in the designs repeated in ribbons that hang from the waist, the shoulder, the neckline or the sleeves. With the simpler type of dresses carried out in crepe or kasha materials, very often a simple method of trimming employed is to tack one or two strands of ribbon in harmonising shades round the neck and let the ends hang down each side.

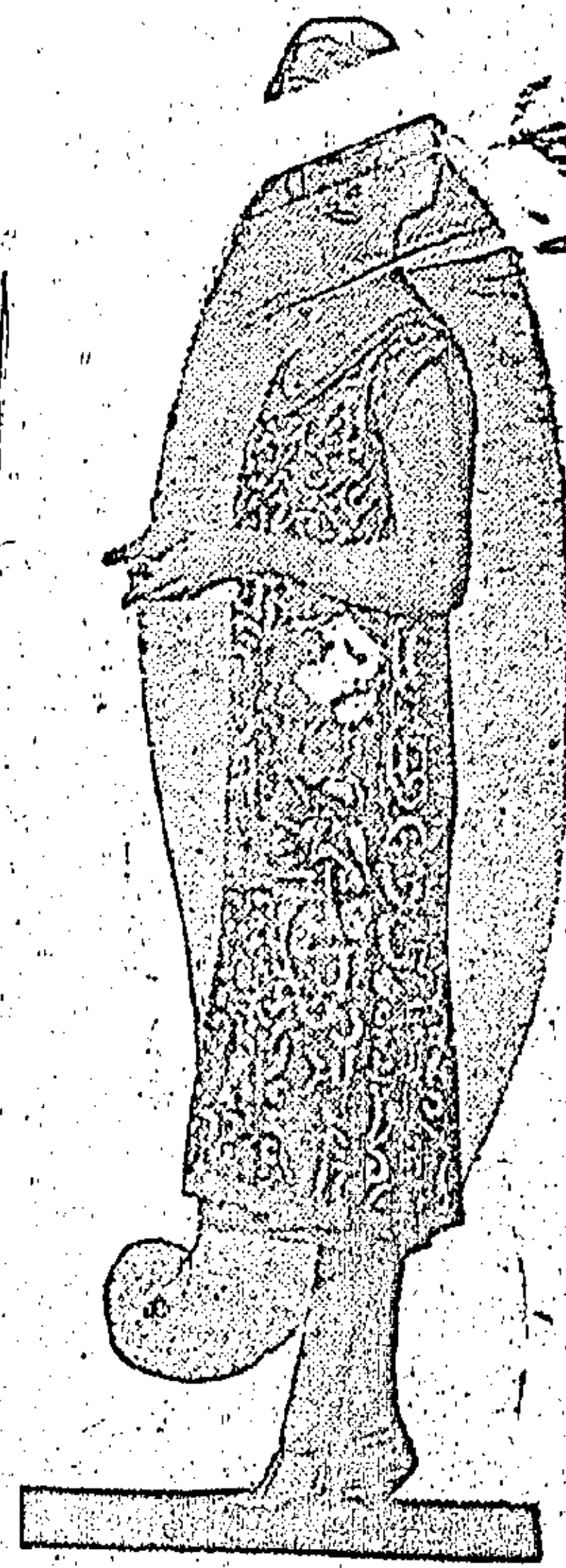
Bows of narrow ribbon, with long hanging ends, complete the high necks of tailored blouses; bows of still narrower ribbon trim their ends finished with fantastic hobs, dangle from the cuffs of sleeves, whilst long streamers shoot out from underneath the lapsels of light Spring coats. This is certainly going to be a season of lightness and youthful fancies in the dress world.

MOTHER O' PEARL FLOWERS.

Never have artificial flowers been more beautiful than they are to-day. Not content with floral sprays of the ordinary type, dressmakers are trimming evening gowns with exquisite mounts of waterlilies, roses, camellias or begonias, made of softly-tinted foathers. The effect is not only exquisite, but these feather flowers are far more durable than those of the ordinary type.

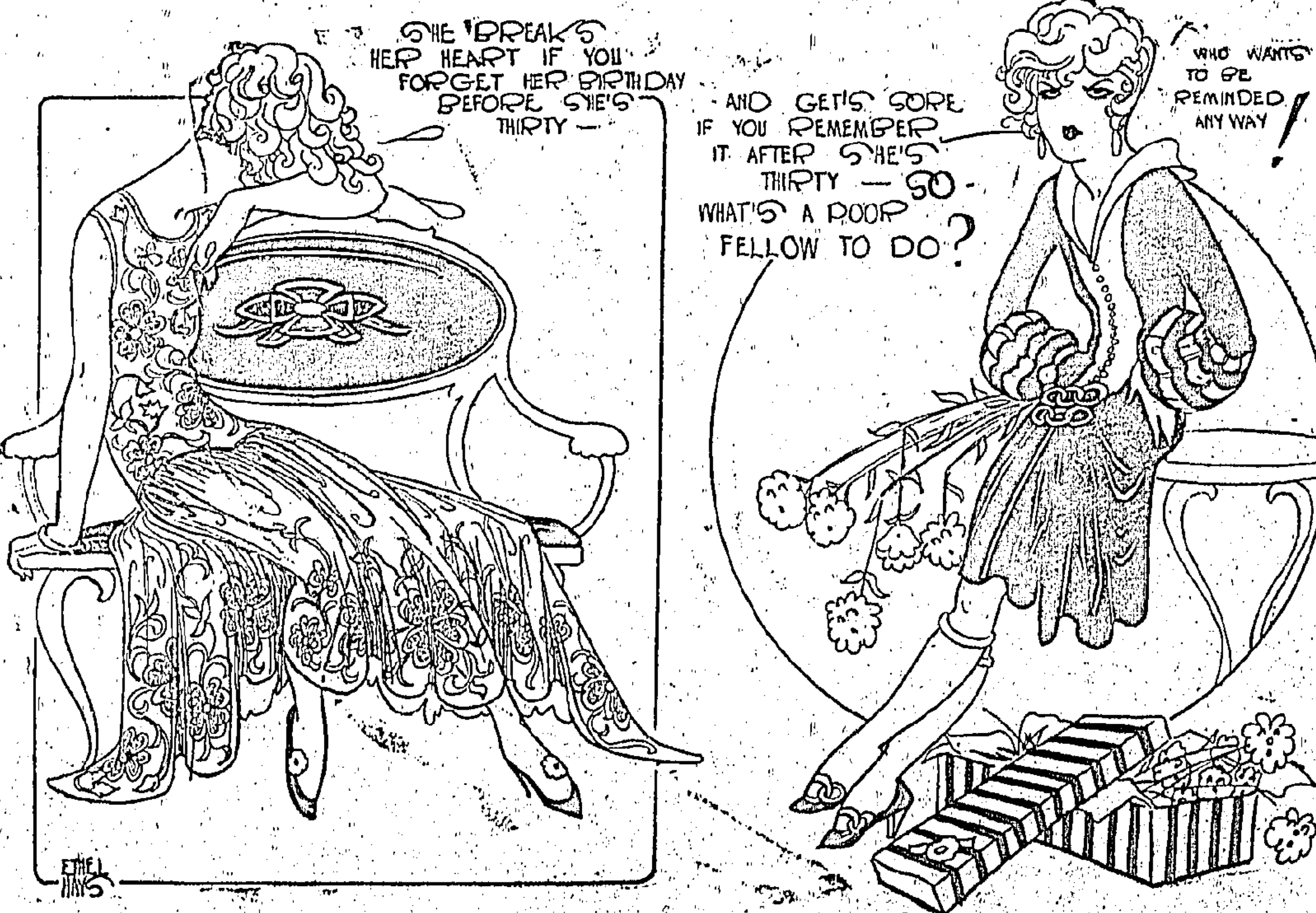
Wreaths of orange blossom made of delicate mother o' pearl, mounted on to a silver stem, with glossy leaves of parchment, are bridal novelties of the moment.

SILVER LACE.



Silver lace is arranged over a foundation of beige crepe to make this very distinctive frock. A circular flounce gives the graceful flare at the feet and a large crimson poppy lends a brilliant dash of colour.

LOGIC DOESN'T HELP HERE.



SHE BREAKS HER HEART IF YOU FORGET HER BIRTHDAY BEFORE SHE'S THIRTY

AND GETS SORE IF YOU REMEMBER IT AFTER SHE'S THIRTY—SO WHAT'S A POOR FELLOW TO DO?

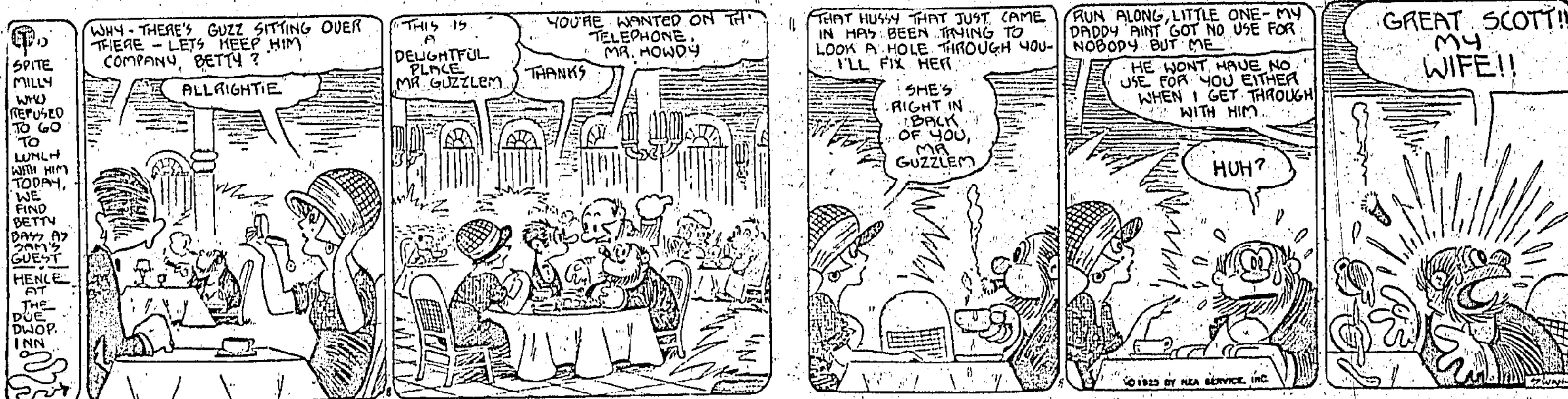
WHO WANTS TO BE REMINDED ANYWAY!

A PAGE FOR THE KIDDIES.

SALESMAN SAM

Now the Fun Begins

BY SWAN



Sudden Chills

lower the vitality of the whole body and pave the way for more serious illness. Scott's Emulsion supplies just the vital extras that health demands.

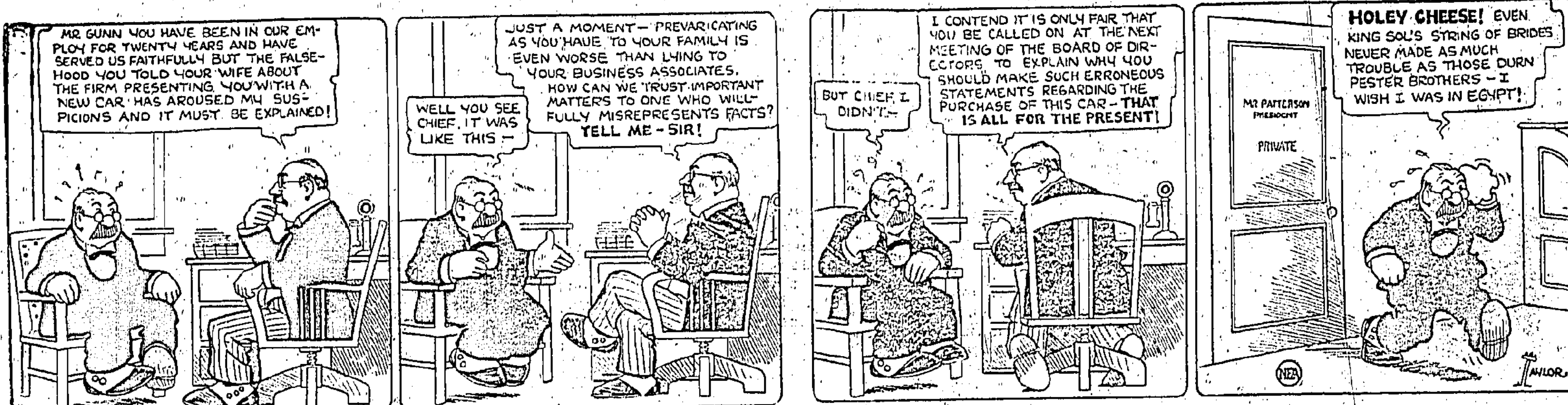


Scott's Emulsion
It brings health to all.

MOM'N POP

Pop Gets Razzed!

By Taylor



FUNNY STORIES.

PARDON HIM, MR. APE.

Charlie—Mummie, isn't that monkey like Grandpa?
Mother—Hush, darling. You mustn't say things like that.
Charlie—But, Mummie, the monkey can't understand, can he?—Answers.

THAT'S DIFFERENT.

"Clarence," she called. He stopped the car and looked around.
"I am not accustomed to call my chauffeurs by their first names, Clarence. What is your surname?"
"Darling, Madam."
"Drive on, Clarence"—Daily News.

THE CROWN PRINCE.

"Why do you think Fanny doesn't like you?"
"I told her there was a fool in every family."
"What did she say?"
"She asked if I were an only son.—Even Humor Madrid.

NO DOUBT OF IT.

He—Well, I guess you'll fill the bill.
She—Leave that to me, kid. Your job is to pay it.—Princeton Tiger.

HE KNEW BETTER.

"I want some bird seed, please," said the customer.
"Ho! you can't fool me," replied the store boy, "birds grow from eggs—not seed!"—Progressive Grocer.

MRS. HIPPO.

"Now, children," said the teacher, "I am going to tell you about the hippopotamus, but you will have no idea what it is like unless you pay strict attention and look at me!"—Good Hardware.

NOT ALL IN CAGES.

"Would you like to go with me to the apiary this afternoon?"
"Yes, you adorable boy. I always adored monkeys."—Fate Record.

NO FELICITATIONS.

First Irate Gentleman—Be careful, sir, I know myself.
Second Irate Gentleman—Well, sir, I am unable to felicitate you on your acquaintance.—Le Rire (Paris).

BOOTS AND HER BUDDIES

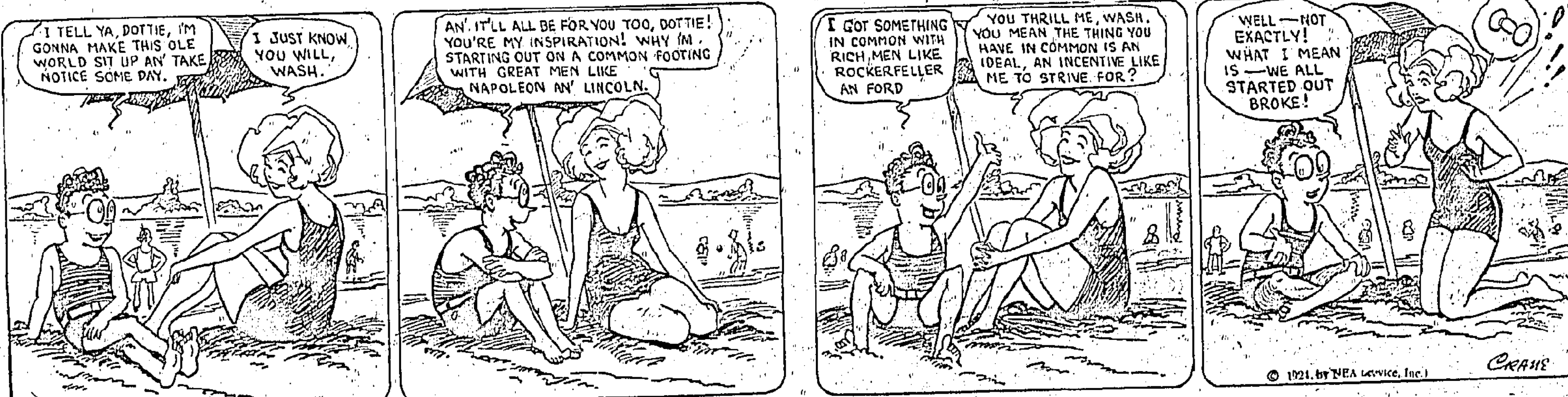
Homeward Bound

By Martin



WASHINGTON TUBBS II

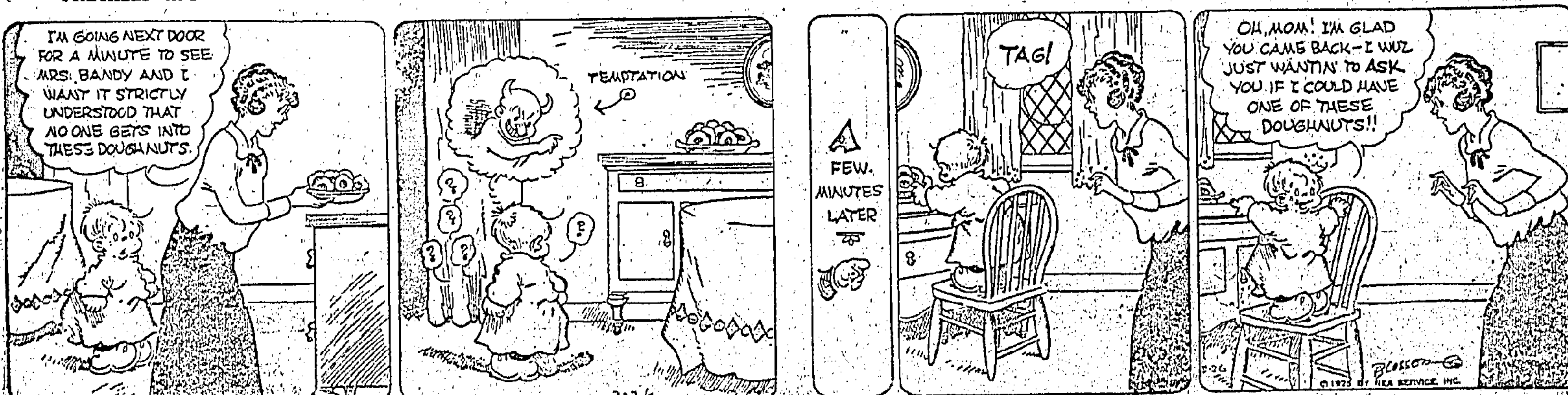
By Crane.



FRECKLES AND HIS FRIENDS

Can You Beat It?

BY BLOSSER



WHOLE SOME
TOOTH SOME
TRY SOME

(From all stores)

COUNTY CRICKET

CANTABS AND YORKSHIRE DRAW.

London, May 29.
At Worcester, Somerset beat Worcestershire by an innings and ten runs. Worcester scored 77, White taking 5 for 19, and 137, White taking 6 for 42. Somerset compiled 224, (White 70).

Lancashire beat Leicestershire at Leicester by an innings and 132. Lancashire scored 297 (Makpeace 69, and Hallows 158 not out). Leicestershire scored 33, Macdonald taking 6 for 17, and followed on with 132, Macdonald taking 4 for 51 and R. Tydesley 4 for 24.

At Lord's, Middlesex led over Gloucestershire on the first innings. Middlesex scored 153, and 219 for 3, declared. Hearn in the second innings compiled 80, not out. Gloucester compiled 120, and 152 for 3.

Surrey at the Oval led over Sussex on the first innings. Surrey scored 151, and 239 for 8, declared. Fender taking 5 for 53 and 5 for 57. Surrey scored 186 and 51 for 2. (Fender 61) Maitland taking 6 for 61.

Kent led on the first innings over Northants at Gravesend. Kent scored 213, and 67 for 0 (Woolley 65). Northants compiled 83 and 321. In the first innings Woolley took 5 for 25 and Freeman 4 for 20. C. Woolley knocked out 111.

Cambridge vs. Yorkshire, at Cambridge, was drawn. Cambridge compiled 192 and 214 (Duleep Singh 53 and 70). Yorkshire scored 161 and 193 for 5. *Reuter.*

BASUTO WELCOME.

PRINCE OF WALES' ADVICE.

Maseru, May 29.
The Prince of Wales and the principal guests were accommodated at the Basuto council meeting on a special stone stand, opposite a similar stand for the chief.

The paramount chiefs made speeches welcoming the Prince and expressing gratitude to Britain for blessings, peace and prosperity.

The Prince of Wales in reply referred to the King's "fatherly care" for the Basutos, and urged them to listen to instructors who could help them and educate their children, and teach them to make the best use of their land. *Reuter.*

VOTE OF CONFIDENCE.

FRENCH POLICY IN MOROCCO.

Paris, May 29.
At the conclusion of a three days' debate on the Moroccan question, the Chamber passed a vote of confidence in the Government by 537 to 29.

The hugeness of the majority was due to careful phrasing of the resolution, notably to meet the susceptibilities of the Socialists, who stipulated for the insertion of a reference to "pacific policy" and the recording of opposition to colonial expansion. *Reuter.*

BRITAIN AND FRANCE.

SECURITY AGREEMENT IMMINENT.

Paris, May 29.
A semi-official message says the Anglo-French differences are rapidly narrowing, though they have not yet been removed.

It is understood that the British memorandum delivered to-day dwells on the necessity for suitable arbitration treaties supplementing the Rhine security pact, with a view to guaranteeing peace in other parts of Europe. *Reuter.*

RUSSIANS IN FRANCE.

NUMBER UNDESIRABLE.

Paris, May 29.
A semi-official denial is made that the Government has declined to renew the passports of 680 Russian traders.

It states, however, that the sea will not be renewed in the case of a number of Russians whose activities have rendered their presence in France undesirable. The statement does not define the exact extent of French action. *Reuter.*

THE ENTHUSIASM OF LOVE.

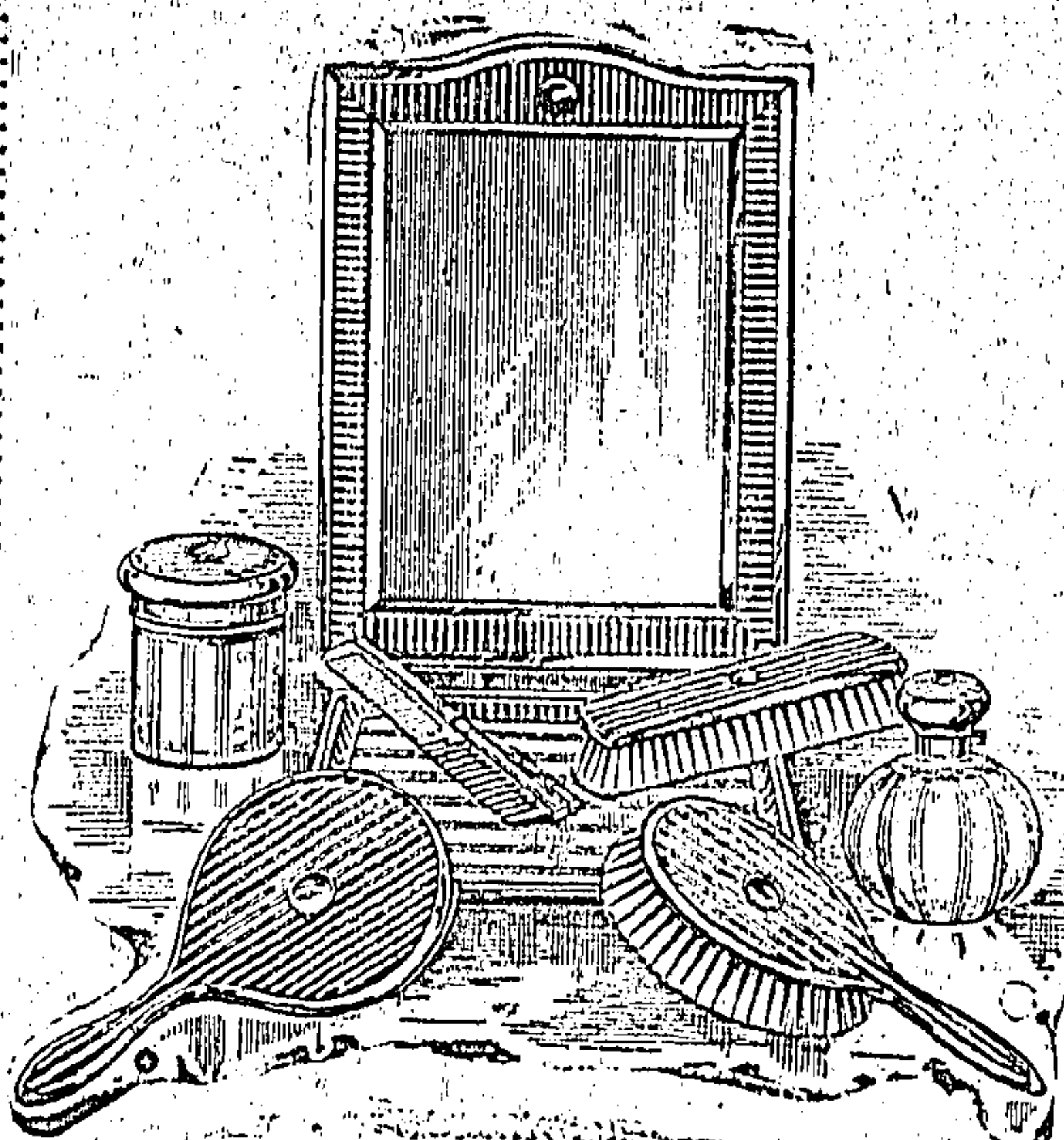
By the Rev. G. R. Lindsay, M. A.

There is a world of difference years go by but doubtless between emotionalism and many husbands and wives enthusiasm. The former most of long, if only occasionally, us would be prepared to deprecate; for those open expressions When we add "ism" to the of affection, which marked the word emotional we are describing enthusiasm of early days. A condition in which the feelings little common sense enables us have an excessive influence over quickly to distinguish between the mind and body, a condition mere fulsome flattery, which is exceedingly dangerous. is a vice, and the fervent The emotions, however, as with the expression of devotion which is other phenomena of the mind, are uplifting and a delight.

In the 18th century the leaders of the Church themselves put down enthusiasm. They held it to be synonymous with fanaticism. No wonder the Church of that day was almost lifeless. This dry-as-dust, restrained religion had robbed her of reality and power.

The overwhelming enthusiasm of Wesley and later evangelical leaders was like refreshing streams to parched ground. It is no wonder that the ministry of these men was accepted by thousands gladly. Their fervency was arresting. "Heaven would be Hell without Thee, dear Lord," said one of these. "Let me burn out for God," cried another, "O, for a thousand tongues," wrote yet another, "to sing My great Redeemer's praise."

We have here not the emotionalism of the fanatic, but the enthusiasm of the lover. Where is our enthusiasm for God? Why is it that we love foolishly now? True, the enthusiasm of affection takes on quieter and deeper forms as the



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RIFLE'S EVOLUTION.

The Science of Ballistics.

Colonel Lord Cottesloe, Chairman of the Small Arms Experimental Committee which has brought the streamline bullet to a state of perfection so as to give a greatly increased range, combined with accuracy, as the guest at dinner of the Society of Miniature Rifle Clubs traced the evolution of the rifle during the past hundred years, and showed how great an advance had been made in the science of ballistics, especially in recent years.

Lieutenant-General Sir Alfred E. Codrington, the chairman of the Society, who presided, remarked that from mediaeval times until now this country had a tradition of marksmanship. We wanted to be as efficient with the rifle as our ancestors were with the bow. We had a tradition, too, to maintain in the improvement of weapons. By way of encouraging the use of the small bore they had started a fund of £1,000 to be known as the Lord Roberts Memorial Fund.

BOW AND RIFLE.

Colonel Lord Cottesloe said the evolution of small arms was wonderful. Comparing the rifle of to-day with one hundred years ago, the effective range had been increased to about ten times what it was. The velocity at which the bullet left the muzzle had been doubled, and the accuracy to-day was perhaps ten times as great as it was a century ago, while the increased penetration was enormous. In those earlier days the military rifle would not admit of hitting consistently a two-foot bull's-eye—two feet in circumference—at 1,000 and 1,100 yards.

When the 60th Rifles and the Rifle Brigade were formed, 300 yards was an altogether outside range for the rifle. (Laughter.) With the bow an expert soldier could get off 14 arrows in a minute. A man with the musket firing a round ball, which would drop down the rifle, could fire about four shots per minute if well trained. The rifleman of one hundred years ago fired a shot in about two minutes. When the Expeditionary Force left this country in 1914 every man in the ranks had been trained to fire twenty rounds per minute from the magazine rifle, and to make good shooting at that speed. (Cheers.) There were two aspects of shooting—the perfection of the ammunition. In both these departments they had made astonishing progress. (Cheers.)

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CANTON: 19 Shaki Central, East.
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PEAK HOTEL DEPOT:

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CHINESE LABOUR.

EFFORTS FOR PROGRESS.

Geneva, May 29.
At to-day's sitting of the Labour Conference, Mr. Tang Tsai, the Chinese Government delegate, reviewed China's efforts at social progress, including the prohibition of the use of phosphorus in the manufacture of matches and introduction of a Bill dealing with the right association.

He declared that China would certainly ratify any conventions adopted at the present conference as soon as she was in a position to do so.

Mr. Ben Tillett, representing the British workers, dwelt on the anthrax problem. He said he hoped efforts to eradicate this evil would be actively pursued. *Reuter.*

RUBBER PRICES.

By an inadvertence, a rather belated intimation from Messrs. Carroll Bros. in regard to the rubber market appeared in our issue of yesterday, in which the price of rubber was wrongly stated.

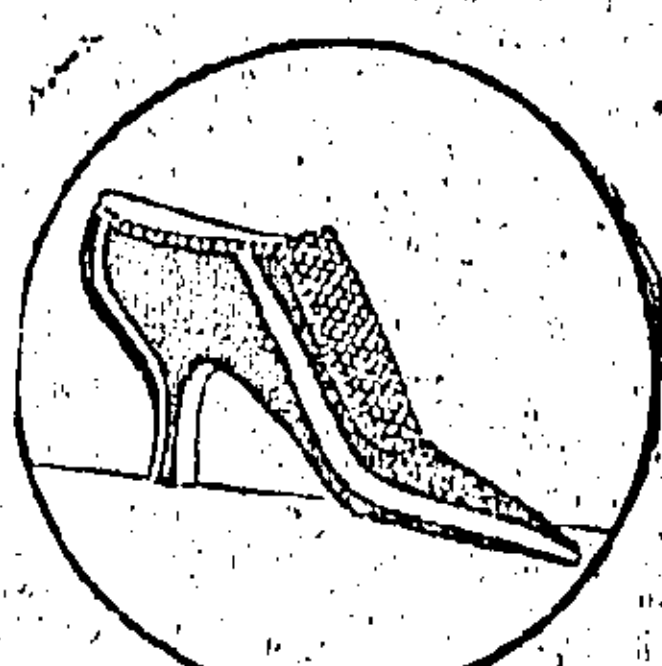
We are now advised by Messrs. Carroll Bros. that the latest quotation they have received for rubber is \$1.01½ per pound.

Wm. **Powell** Ltd.
Telephone C. 3146.

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Smart Occasions
Dainty Evening
Gowns
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Evening Shoes

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PEAK FIRE DANGER

There was another outbreak of fire on the Peak this week, true, in this instance it was only matchboxes, but it might have been your home!

A large number of Peak residents have recently installed the best safeguard "FIREFOAM." Be wise and follow their lead.

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BY

GAS

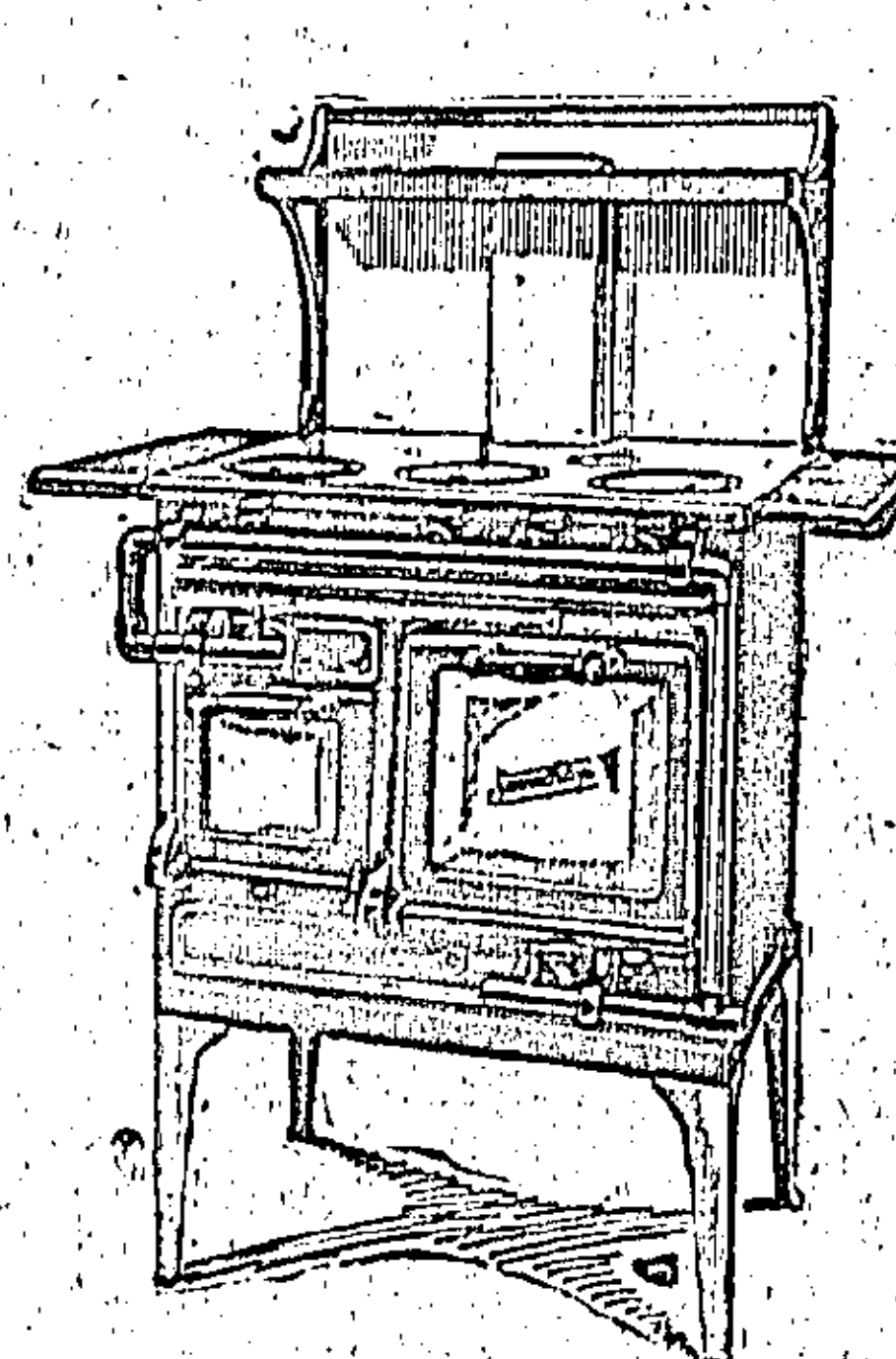
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**SUMMER UNDERWEAR
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over 40 years, and are reliable, cool, absorbent and
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No. 322 From \$22.00 to \$29.50 dozen.

No. 33 Button Fronts, Ventilated Gussets.
\$20.00 to \$29.00 dozen.

No. 44 Button Fronts \$25.00 to \$34.00 doz.

WHITEAWAY, LAIDLAW CO., LTD.
THE GENTLEMEN'S HOUSE
HONGKONG.

Marking an Historic Occasion.



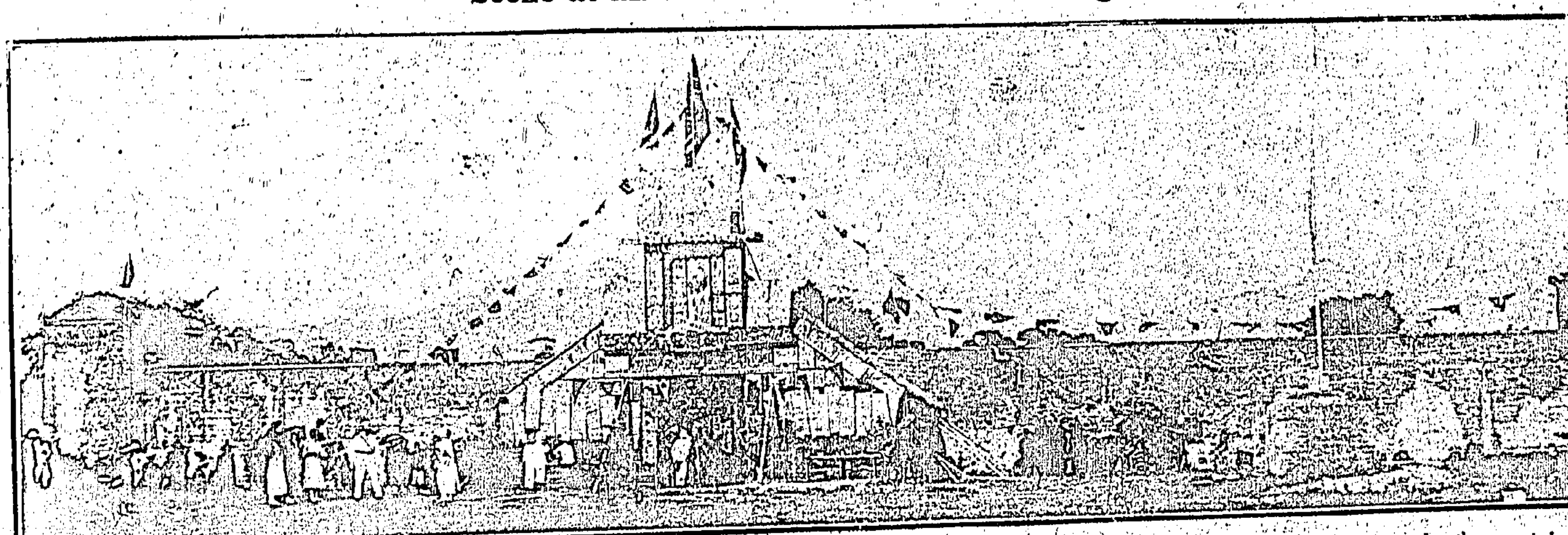
The above group was taken on the occasion of the restoration of the ancient iron gates of Kam Tin, in the New Territories, to the elders of that village on Tuesday last. (Photo: Ming Yuen).

Opening the Gates.



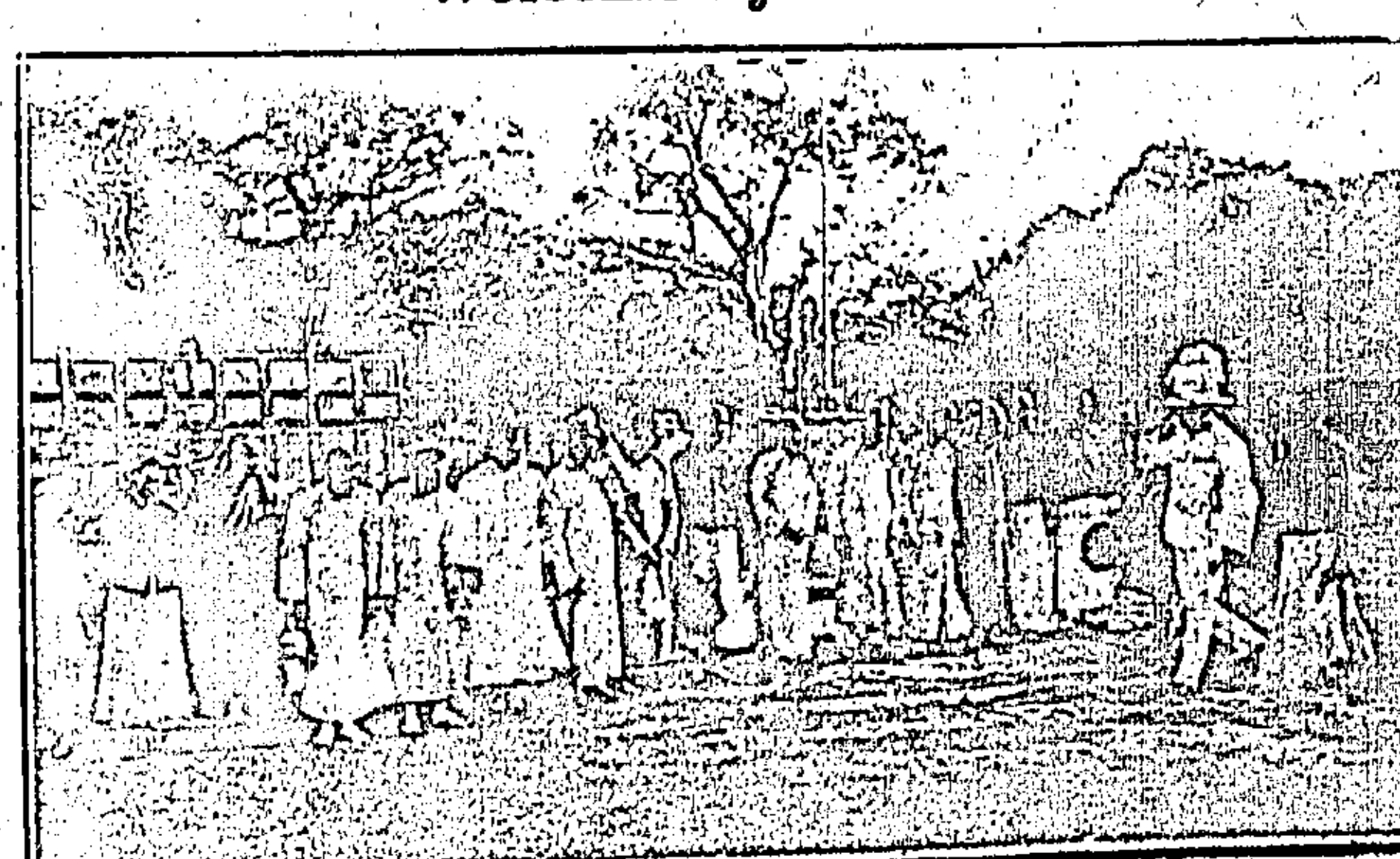
H. E. the Governor is here shown opening the newly restored gates of Kam Tin village. (Photo: Ming Yuen).

Scene at an Ancient Chinese Walled Village.



This picture was taken at Kam Tin on Tuesday, on the occasion of the restoration of the village gates. It shows the ancient wall of the village and the ceremonial pailou erected in honour of the occasion. (Photo: Ming Yuen).

Welcome by Elders.



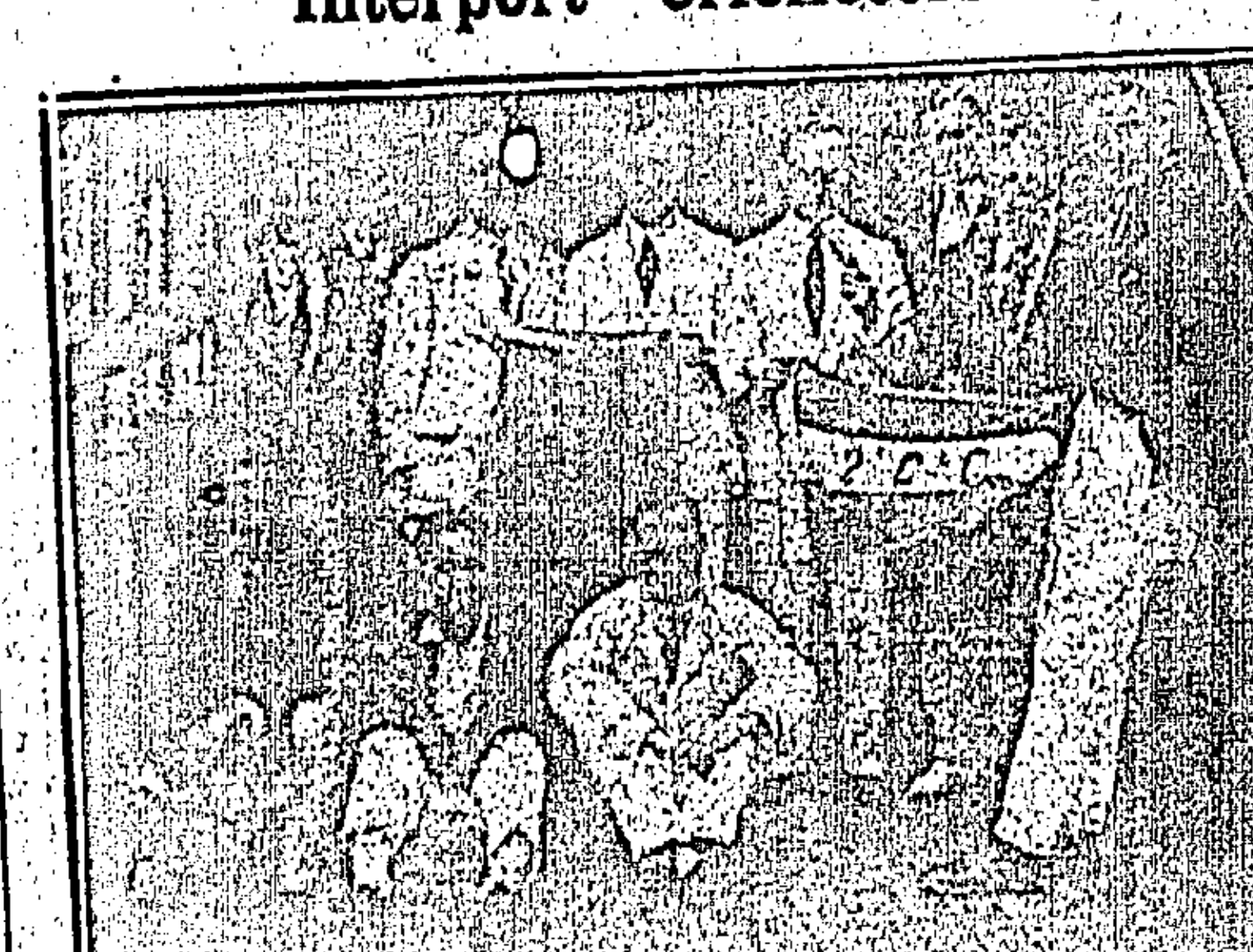
The elders of Kam Tin village receiving H. E. the Governor. (Photo: Ming Yuen).

Inside.



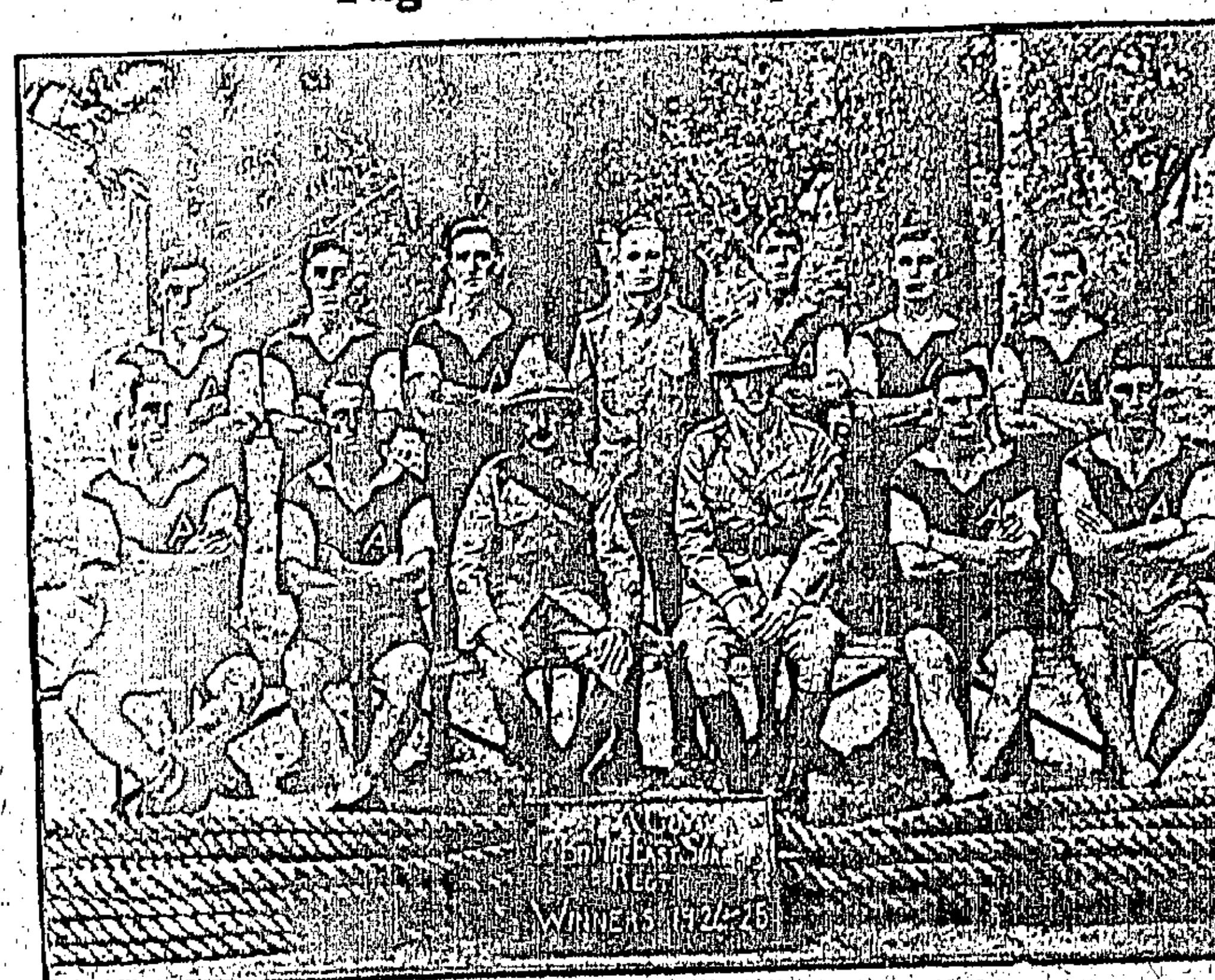
H. E. the Governor entering Kam Tin after opening the gates. (Photo: Ming Yuen).

Interport Cricketers.



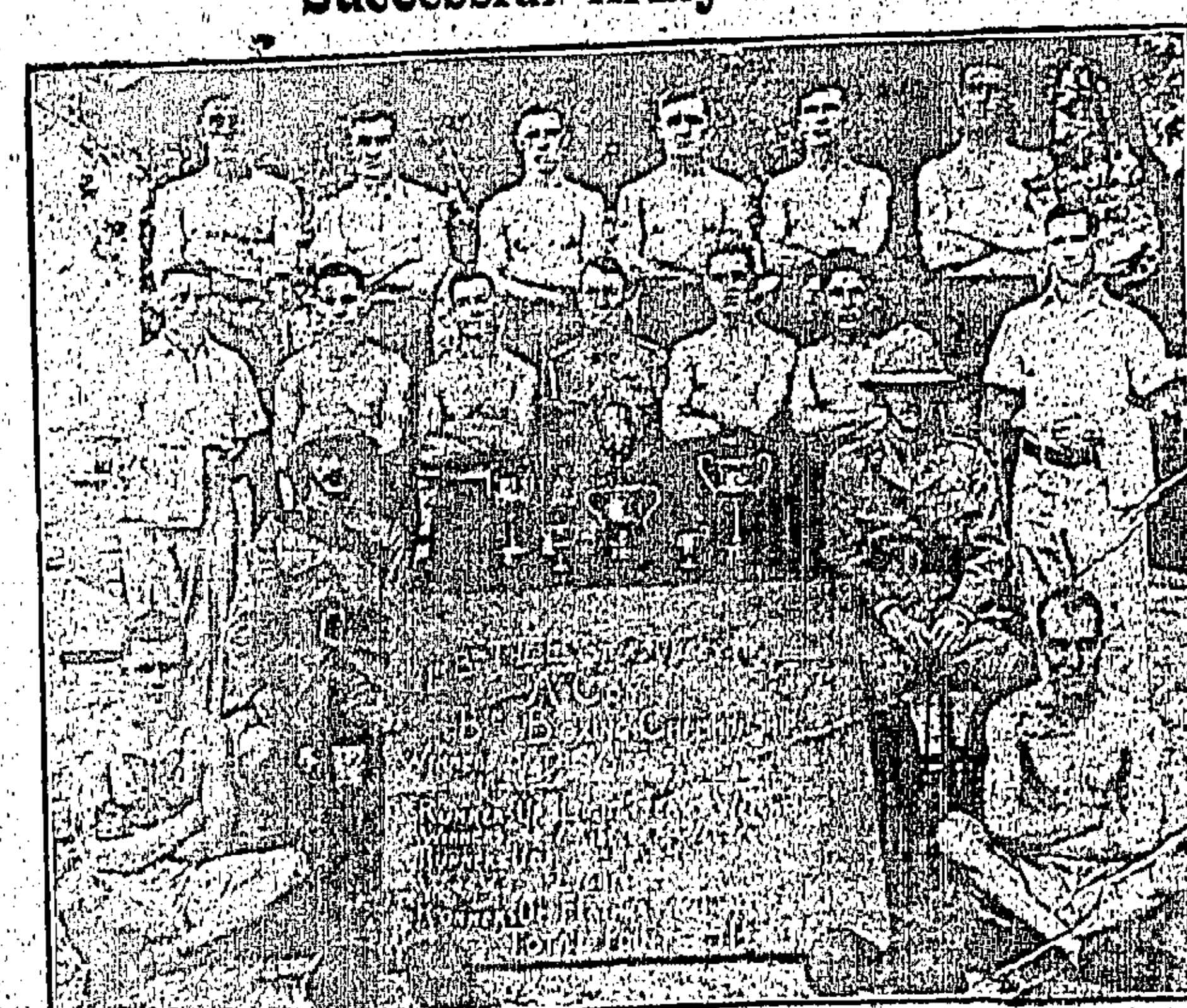
Hongkong Interport cricketers snapping on board the President Madison by Mr. Simon Tse-yan whilst returning from Shanghai. (Photo: Ming Yuen).

Tug-of-War Champions.



Tug-of-war team from "A" Company of the East Surreys—the champions of the Battalion contests. (Photo: Ming Yuen).

Successful Army Boxers.



Boxers from "A" Company of the East Surreys, with trophies won in the Battalion contests. (Photo: Ming Yuen).

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "TITAN"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 28th May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 p.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th June will be subject to rent.

All claims against the Steamer must be presented to the underwriter on or before the 18th June or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

28th May, 1925.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "TEIRESIAS"

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 30th May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 6th June will be subject to rent.

All claims against the Steamer must be presented to the underwriter on or before the 20th June or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May 1925.

NOTICE TO CONSIGNEES.

RICKMERS LINE.

From Hamburg, Bremen and Antwerp.

The Steamship "OLAU" RICKMERS

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignee's risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon to-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 5th June 1925, at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown, and all Goods remaining undelivered after the 9th June 1925 will be subject to rent.

Consignees of cargo are hereby notified that they must produce an import permit signed by the Superintendent of Import and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been off o'd.

Bills of Lading will be countersigned by

N. V. Carl Bodiker & Co's, Handelmaatschappij (Ltd.) Agents Rickmers Linie, Hongkong, 29th May 1925.

MANUFACTURERS LIFE INSURANCE COMPANY.

To: Ontario, Canada.

Insurance in force exceeds G.\$205,000,000

Assets exceed G.\$53,000,000

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Equip Your Home with a Fine Tone, Brand New

MORRISON PIANO

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Mrs. J. CRAWFORD, Expert Masseuse, No. 2, Duddell Street, 3rd floor, Hongkong.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Authorized Capital \$50,000,000

Issued and Fully Paid-up \$50,000,000

Reserve Fund \$4,500,000

Surplus \$25,000,000

Reserve Liability of Proprietors \$30,000,000

COURT OF DIRECTORS: G. M. Young, Esq. Chairman

H. P. White, Esq. Deputy Chairman

D. G. M. Bernard, Esq. Hon. Mr. A. O. Lang

W. H. Bell, Esq. W. L. Patterson, Esq.

A. H. Compton, Esq. A. A. Thomson, Esq.

Hon. Mr. P. H. Holyoak T. G. Weill, Esq.

Chief Manager A. H. Barlow, Esq.

Manager: Shanghai—G. H. 8th, Esq.

LONDON BANKERS: WESTMINSTER BANK LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st Feb., 1924.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW, Chief Manager.

Hongkong, 7th January 1925.

司公理管業實法中 SOCIETE FRANCAISE DE GERANCE.

DE LA BANQUE INDUSTRIELLE DE CHINE.

ETABLISSEMENT FRANCO CHINOIS.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital France \$10,000,000

Reserves France \$10,700,000

Working fund provided by THE BANQUE INDUSTRIELLE DE CHINE

France \$0,000,000

BANKERS: FRANCE—Societe Generale Banque et Nationale de Credit, Banque de Paris—et des Pays Bas.

LONDON—Midland Bank Ltd.

NEW YORK—Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

M. M. FITZ-HENRY, Manager.

ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE: 60 Des Voeux Road Central, Hongkong.

BRANCHES—BANGKOK—SHANGHAI.

Correspondents:—London: Westminster Bank, Ltd.; New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton Bank.

Authorized Capital \$5,000,000

Field Up Capital \$1,500,000

Modern banking in all its branches. Current accounts savings accounts and fixed deposits solicited. Loans granted on approved security.

Overseas banking a speciality. INTEREST:—Current accounts 2 per cent; savings 4 per cent; Fixed Deposits, 3 months 4 per cent, 6 months 4 1/2 per cent, one year 6 per cent.

Safe Deposit Boxes for Rent. Our Vaults safeguarded by time clocks and double combinations. Armour plate steel doors.

J. Y. LUM, Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$60,000,000

Paid-up Capital \$18,278,000

Reserve Funds \$9,670,425.24

HEAD OFFICE: PEKING.

HONGKONG BRANCHES: 4, Queen's Road Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the world.

LONDON BANKERS:—The National Provincial and Union Bank of England Ltd.

The Guaranty Trust Company of New York.

NEW YORK BRANCHES:—The Irving National Bank, The Equitable Trust Company of New York.

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Every description of Banking business transacted.

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BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Authorized Capital \$50,000,000

Issued and Fully Paid-up \$50,000,000

Reserve Fund \$4,500,000

Surplus \$25,000,000

Reserve Liability of Proprietors \$30,000,000

COURT OF DIRECTORS: G. M. Young, Esq. Chairman

H. P. White, Esq. Deputy Chairman

D. G. M. Bernard, Esq. Hon. Mr. A. O. Lang

W. H. Bell, Esq. W. L. Patterson, Esq.

A. H. Compton, Esq. A. A. Thomson, Esq.

Hon. Mr. P. H. Holyoak T. G. Weill, Esq.

Chief Manager A. H. Barlow, Esq.

Manager: Shanghai—G. H. 8th, Esq.

LONDON BANKERS: WESTMINSTER BANK LTD.

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Hongkong, 21st Feb., 1924.

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For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW, Chief Manager.

Hongkong, 7th January 1925.

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DE LA BANQUE INDUSTRIELLE DE CHINE.

ETABLISSEMENT FRANCO CHINOIS.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

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Reserves France \$10,700,000

Working fund provided by THE BANQUE INDUSTRIELLE DE CHINE

France \$0,000,000

BANKERS: FRANCE—Societe Generale Banque et Nationale de Credit, Banque de Paris—et des Pays Bas.

LONDON—Midland Bank Ltd.

NEW YORK—Irving Bank, Columbia Trust Co.

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Correspondents:—London: Westminster Bank, Ltd.; New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton Bank.

Authorized Capital \$5,000,000

Field Up Capital \$1,500,000

Modern banking in all its branches. Current accounts savings accounts and fixed deposits solicited. Loans granted on approved security.

Overseas banking a speciality. INTEREST:—Current accounts 2 per cent; savings 4 per cent; Fixed Deposits, 3 months 4 per cent, 6 months 4 1/2 per cent, one year 6 per cent.

Safe Deposit Boxes for Rent. Our Vaults safeguarded by time clocks and double combinations. Armour plate steel doors.

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NEW YORK BRANCHES:—The Irving National Bank, The Equitable Trust Company of New York.

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Every description of Banking business transacted.

Loans granted on approved securities. Special facilities for Home Exchange.

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Established 1824.

Hongkong Branch established 1865.

Authorized Capital Guilders 150,000,000

Paid-up Capital Guilders 80,000,000

Reserve Fund Guilders 20,045,032

Special Reserve Guilders 22,660,000

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THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1920)

With which is affiliated THE ALLAHABAD BANK, LTD. INDIA.

Authorized Capital \$5,000,000

Subscribed and Paid-up \$2,594,160

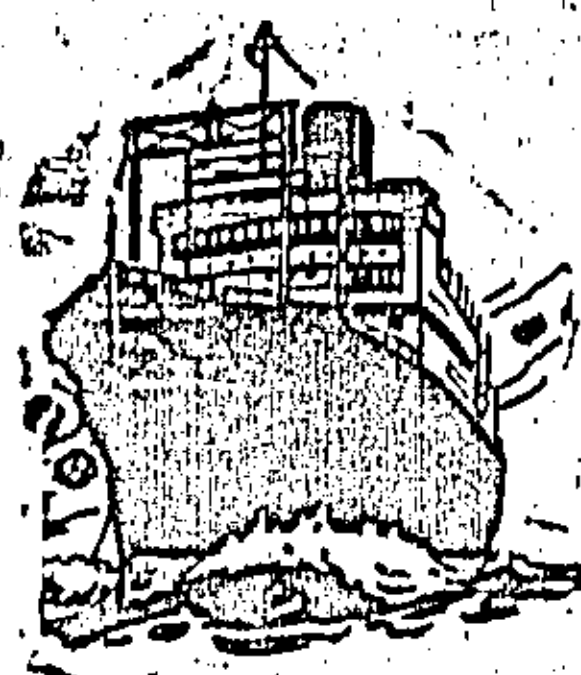
Reserve Fund \$135,000

HEAD OFFICE: 122, Leadenhall London E.C. 3.

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Superb cuisine—Fresh fruits and vegetables—Service by Chinese stewards—American jazz orchestra—All outside state-rooms—Ample deck and lounging space—Oil fuel, no clinders, no dirt. Swimming Tank for Sport and Fun. An Ideal Voyage.

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S.S. PRES. POLK Sails June 9th. 8 a.m.

Thence via Penang, Colombo,

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NAPLES-GENOA-MARSEILLES

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TRANS-PACIFIC EXPRESS SERVICE.
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"PRESIDENT MADISON" June 2nd at 5 p.m.
"PRESIDENT JACKSON" June 14th at 5 p.m.
"PRESIDENT MCKINLEY" June 26th at 5 p.m.

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"PRESIDENT MCKINLEY" June 18th 5 p.m.

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REGULAR FAST FREIGHT SERVICE

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FROM HONGKONG BY DIRECT ROUTE

23 days to San Francisco—28 days to Los Angeles.

U.S.S.B. "West Jester" Due Hongkong 2nd June.

Leave Hongkong 3rd June.

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Cargo accepted for transshipment at San Francisco to weekly sailings for Atlantic sea board ports. Through bills of lading issued to U.S. and Canadian Overland ports.

TO MANILA ONLY.

TO MANILA & ILOILO.

U.S.S.B. "West Ivan" Due Hongkong 27th June.

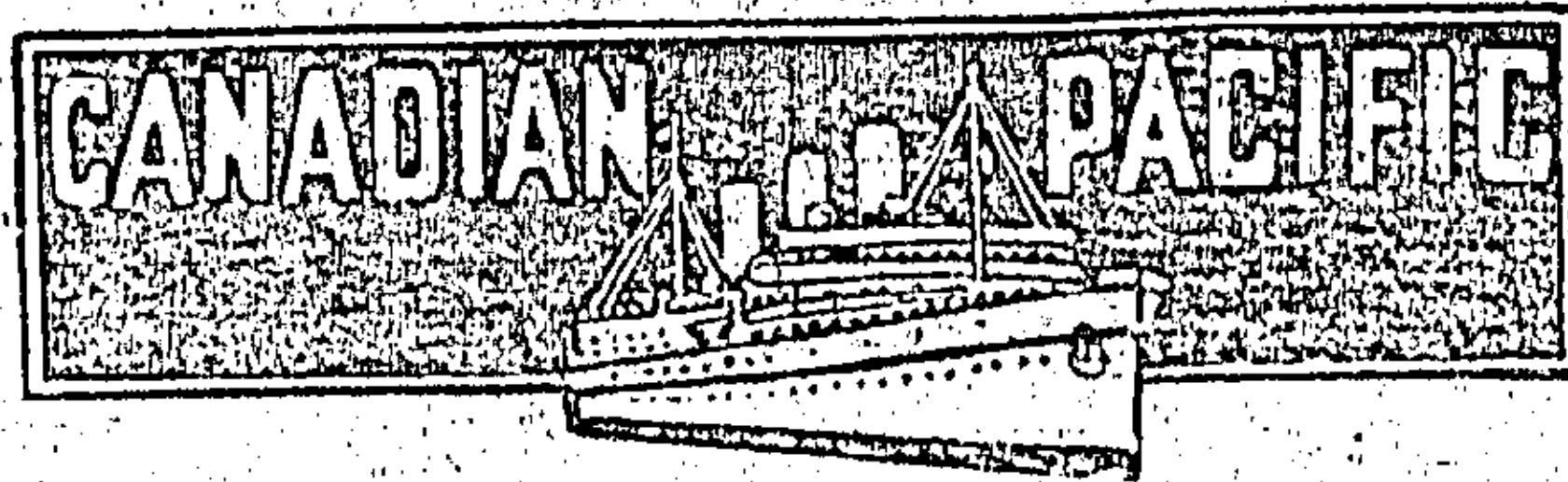
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From	Due	From	Due
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EMPRSS AUSTRALIA	June 12 July 1	EMPRSS SCOTLAND	July 8
EMPRSS ASIA	June 25 July 13	EMPRSS PRINCE	July 22
EMPRSS CANADA	July 16 July 27	EMPRSS SCOTLAND	Aug. 5

Other Atlantic Sailings every few days to Liverpool.

Southampton, Glasgow, Belfast, Antwerp, Oherbourg and Hamburg.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

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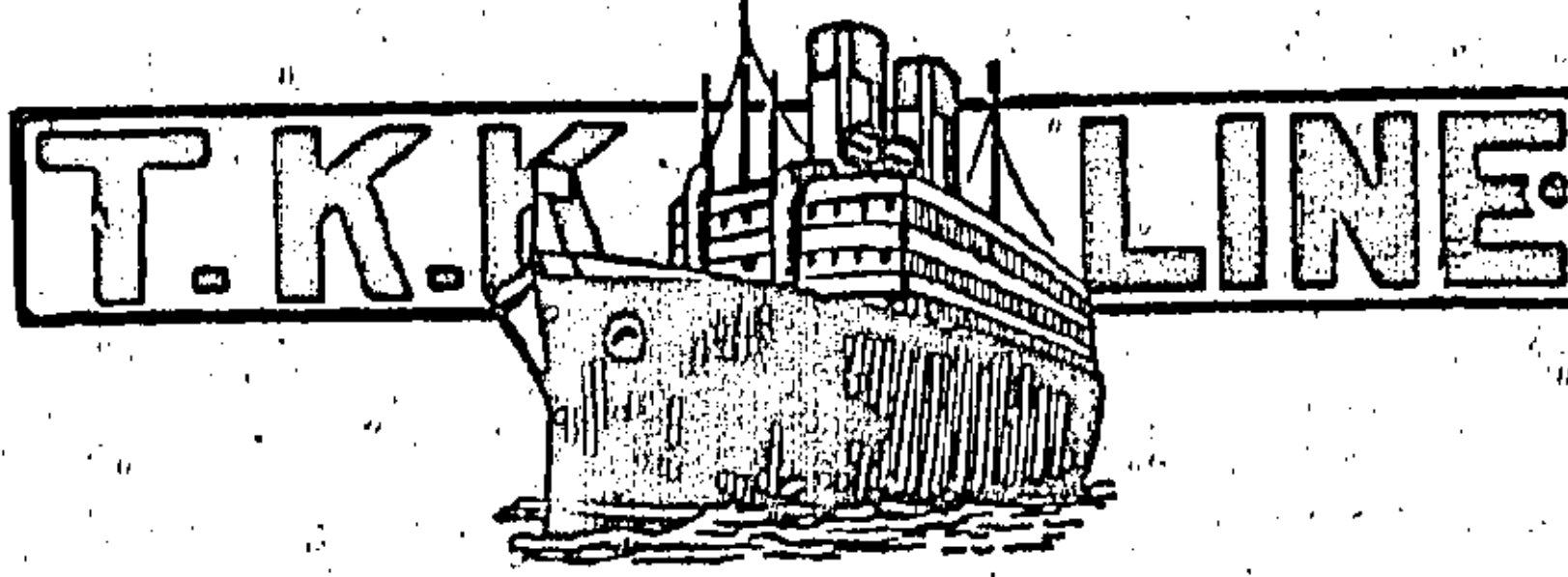
Use Dominion Express Travellers' Cheques—Payable Anywhere.

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July 1	July 3	EMPRSS CANADA	July 4

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Freight and Express: Tel. C. 42: Cables: NAUTILUS



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S.S. "TENYO MARU"

(22,000 Tons Displacement)

will be despatched

Monday, June 1st, at Noon.

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First Class £120 Cabin Class on Atlantic £112 Second Class 200

SOUTH AMERICAN LINE

The only direct service between Orient and South

America via Japan, Hawaii, San Francisco,

Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

BOKUYO MARU July 8rd.

RAKUYO MARU July 22nd.

Y. TSU'S M. Manager.

Agents at Canton.

Messrs T. E. GRIFFIN, Ltd. Tel. Nos. C. 2374 & 2375.

KONINKLYKE PAKETVAART
MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 4th June.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.

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English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
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SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hongkong and Sailing for M'les	Pro. Sailing from Hongkong for M'les
OHANTILLY			9th June.
PORTHOS			23rd June.
ANGKOR	7th May.	8th June.	7th July.
COMPIEGNE	22nd May.	23rd June.	21st July.
ANGERS	5th June.	7th July.	4th Aug.
PAUL LECAT	19th June.	21st July.	18th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)

1st Class £95.00 B. Class 1st Class £83.00
2nd Class £68.00 Steamers 2nd Class £50.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

38 "SI KIANG" from Dunkirk, London, Havre is due to

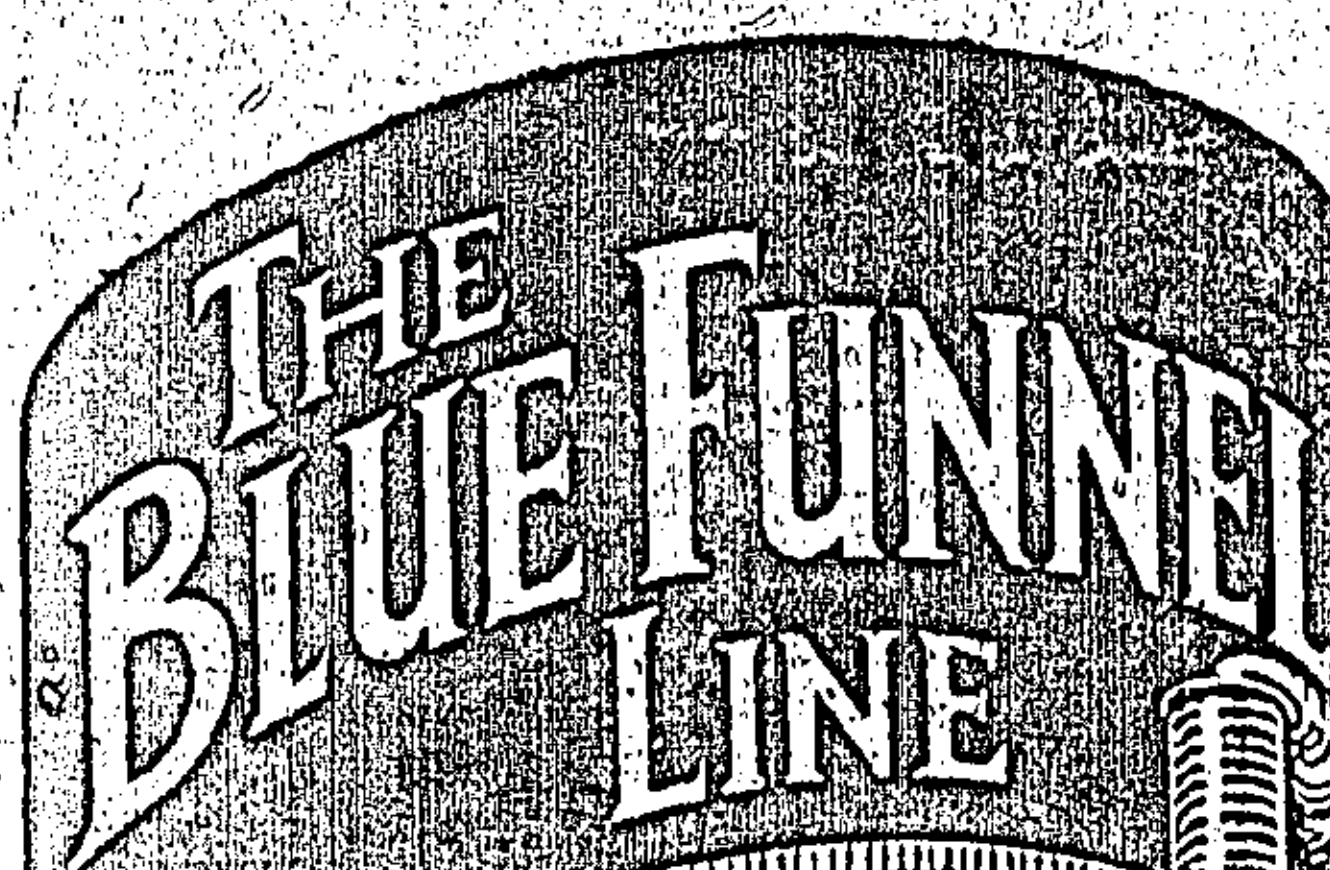
arrive about 22nd June.

For full particulars apply to:

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Messageries Maritimes Co
3 Queen's Building.

PACIFIC SHIPPING.



REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"RHEXENOR" 1st June. Marseilles, London, Rotterdam & Hamburg.
"NELEUS" 8th June. M'les, London, Rotterdam & Hamburg.
"SARPEDON" 16th June. M'les, London, Rotterdam & Hamburg.
"THERESIAS" 28th June. M'les, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"AUTOMEDON" 1st June. Genoa, Havre, Liverpool & Glasgow.
"IXION" 20th June. Genoa, Havre, Liverpool & Glasgow.
"CYCLOPS" 1st July. Genoa, Havre, Liverpool & Glasgow.

*via Port Sudan

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"TYNDAREUS" 9th June. Victoria, Vancouver & Seattle.
"ACHILLES" 6th July. Victoria, Vancouver & Seattle.

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(via SUEZ or PANAMA)
"DIOMEDE" 7th June. Boston, New York & Baltimore via Suez
"TITAN" 23rd June. Boston, New York & Baltimore via Suez
"BELLEPHON" 16th July Boston, New York & Baltimore via Suez

PASSENGER SERVICE

"SARPEDON" 16th June. Singapore, Marseilles London.
"PATROCLUS" 23rd July. Singapore, Marseilles London.
"ANTENOR" 25th Aug. Singapore, Marseilles London.
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"SARPEDON" 17th Nov. Singapore, Marseilles London.
"PATROCLUS" 15th Dec. Singapore, Marseilles London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

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Agents.

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UNITED STATES SHIPPING BOARD
by COLUMBIA PACIFIC SHIPPING COMPANY
"25 days HONGKONG to PORTLAND."

Steamer	Sails
For Portland via Japan Ports.	
U. S. S. B. West O'Rowa	June 2nd.
U. S. S. B. Oakridge	June 25th.
For Manila, Iloilo & Cebu.	
U. S. S. B. Oakridge	June 6th.
U. S. S. B. West Jessup	June 25th.

* Also calls at Zamboanga

All sailings subject to change without notice

Cargo accepted for Manila, Iloilo and Cebu

Through Bills of Lading issued to all rail overland points in the U. S. A. also to New Orleans, Savannah, Charleston, Norfolk, Baltimore, Philadelphia, New York, Boston, and Portland, Maine, with transshipment at Portland, Ore., via Panama intercoastal steamers.

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Operated for
UNITED STATES SHIPPING BOARD
by PACIFIC MAIL STEAMSHIP COMPANY.

HONGKONG TO SAN FRANCISCO

via Shanghai, Kobe, Yokohama & Honolulu

President Wilson June 6th

President Taft

HONGKONG TO MANILA

President Taft

President Wilson

Apply to PACIFIC MAIL

Cable address Tols C 141
SOLANO O 3522

Canton Agents,

Madier Freres.

Beginning with
PRESIDENT LINCOLN, sche-
duled to sail from San Francisco
on May 16th, the "PRESIDENT"
steamers now operated by the

PACIFIC MAIL

will come under the ownership
and management of the ROBERT
DOLLAR COMPANY.

NOTICE TO CONSIGNEES

SERVICES
CONTRACTUELS DES MES-
SAGERIES MARITIMES

S.S. "CAPITAINE FAURE"

Consignees of cargo from Dun-
kirk, Antwerp, Middleborough
London &c., also cargo from
Havre, La Pallice, Bordeaux,
Cognac, &c., ex S.S. "MFINAM"
in connection with above
Steamer are hereby informed that
their goods with the exception of
Opium, Treasure and Valuable
are being landed and stored at
their risk into the Godowns of
the Hong Kong Kowloon Wharf &
Godown Co. Ltd. Kowloon wharf
delivery may be obtained immedi-
ately after landing.

Optional Cargo will be forward-
ed on unless intimation is
received from the Consignee
before Noon Monday, the 25th
inst. requesting it to be landed
here.

Fills of Lading will be counters-
igned by the Undersigned, Goods
remaining unclaimed after
Saturday the 30th instant at
Noon will be subject to rent and
loading charges.

All claims must be sent in
time on or before the Monday 1st
June, 25 or they will not be
recognized.

All damaged packages will be
examined on Saturday, the 30th
inst. at 10 a.m. by Messrs
Gaddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,

Agent.

Hongkong, May 23rd 1925.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

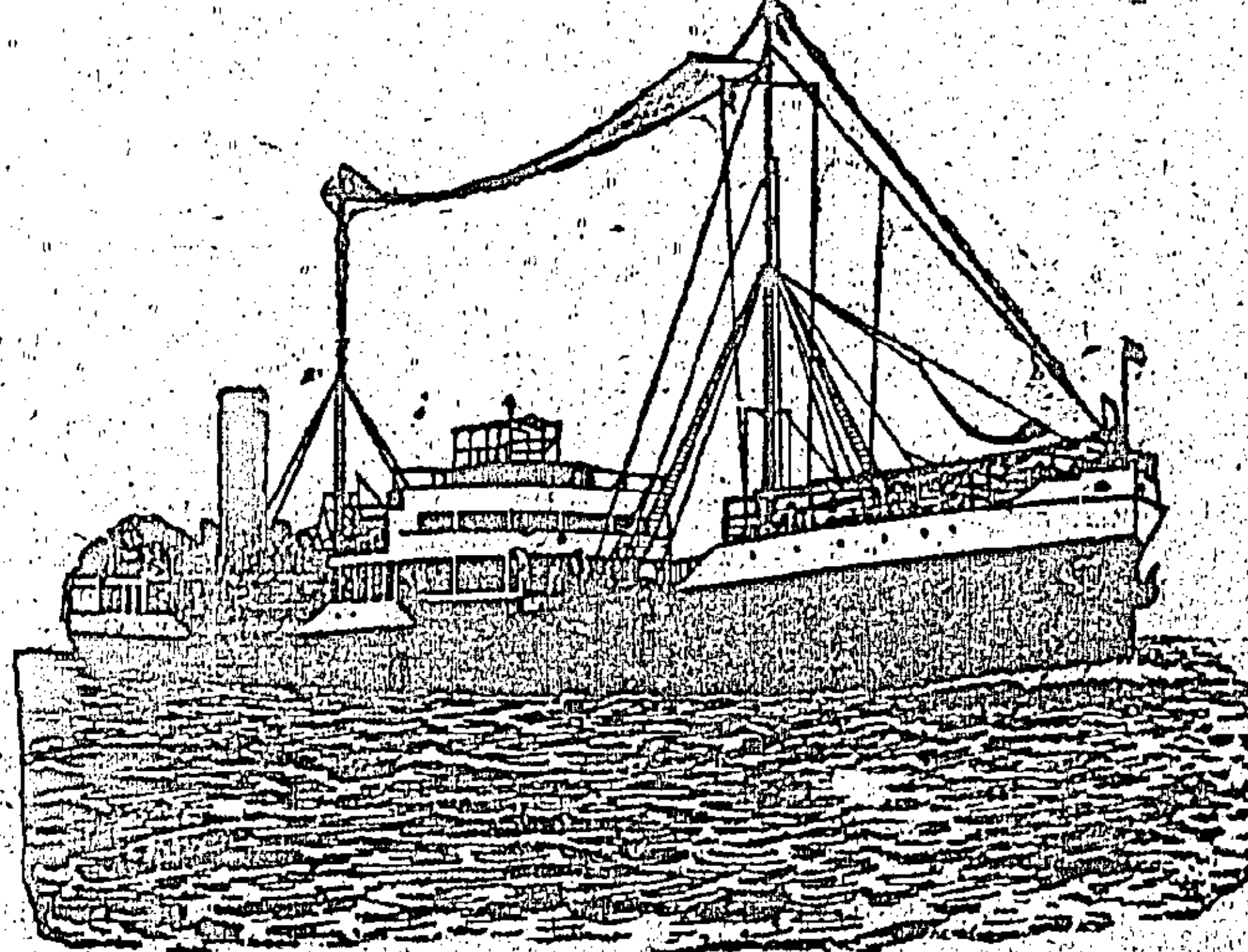
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG;

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA."

412, 0' x 53' 1' x 31' 0' x 8,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK
to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar
vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

Shipping Europe, Australian, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
 Straits, Java and Burma, Ceylon India, Persian Gulf, West India,
 Mauritius, East & South Africa, Australasia, including New
 Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
 (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
MOREA	10,911	30 May noon	Marseilles & London
NAGOYA	6,854	2 June noon	M's, L'don, A'werp, H'burg, Hull
JEYPORE	5,318	17th June	Singapore & Bombay
SIOLIA	6,813	10th June	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	13th June	M's, L'don, A'werp & Hull
MIRZAPUR	6,715	26th June	S'pore, P'ang & C'bo B'bay
MALWA	10,941	27th June	Marseilles & London
DELTA	8,097	11th July	S'pore, P'ang, C'bo & B'bay
KASHMIR	8,985	11th July	M's, London & Antwerp
MAHUA	1,092	25th July	Marseilles & London
SOUDAN	6,696	6th Aug.	S'pore, P'ang, C'bo & B'bay
KASHGAR	9,005	8th Aug.	M's, London & Antwerp
MACEDONIA	1,089	22nd Aug.	Marseilles & London
SIOLIA	6,813	3rd Sep.	S'pore, P'ang, C'bo & B'bay
NAREKUNDA	16,227	5th Sep.	M's, London & Antwerp
KHYBER	9,114	19th Sep.	M's, London & Antwerp
KARMAIA	9,128	3rd Oct.	M's, London & Antwerp
MALWA	10,941	17th Oct.	Marseilles & London

BRITISH INDIA-APCAR SAILINGS (South)

TAIREA	7,933	2 June 1 p.m.	S'pore, Penang & Calcutta
TAKADA	6,949	7th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,958	3rd June noon	Manila, S'kan, Thursday Is.
ARAFURA	6,000	8th July	Townsville, B'bane, S'ney
ST. ALBANS	4,500	5th Aug.	Townsville, B'bane, S'ney

Call at: Kolambagan
 The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu,
 Kolambagan, Tawau, Timor, Darwin, or other ports en route as indicated on offers.
 Frequent connections from Australia with the following:
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand,
 Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via
 Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHMIR	8,985	12th June	Shanghai, Moji & Kobe
DELTA	8,097	12th June	Shanghai & Kobe
ARAFURA	6,000	13th June	Moji, Kobe & Yokohama
TILAWA	10,006	21st June	Kobe
MAHUA	10,903	26th June	Shanghai, Moji & Kobe
KASHGAR	9,005	10th July	Shanghai, Moji, Kobe & Yoko.
SOUDAN	6,696	10th July	Shanghai & Kobe
ST. ALBANS	4,500	11th July	Shanghai, Moji, Kobe & Yoko.

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be
 received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
 MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENTAR	14th June	CARMARTHENSIRE	11th June
GLENSHIEL	25th June	L'don, R'dam & H'burg via Oran	
GLENUCE	12th July	C. R. ARVONSHIRE	20th June
PENBROKESIRE	23rd July	L'don, R'dam & H'burg via Oran	
GLENNIFER	6th Aug.		

Movements are subject to change without notice.
 For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

AGENTS Telephone Central No. 215, sub-ex. 23 and 366.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. DIOMED ... via Suez Canal ... 7th June.

S.S. KATUNA ... via Suez Canal ... 19th June.

S.S. TILAN ... via Suez Canal ... 28th June.

S.S. CITY OF CORINTH ... via Suez Canal ... 8th July.

Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON: JARDINE MATHESON & Co. Ltd., CANTON

COMPANIA TRANSATLANTICA DE BARCELON

(Spanish Royal Mail Line)

MANLIA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY ... 29th May

LEGASPI ... 14th July

YOKOHAMA, KOBE, MOJI & SHANGHAI

ISLA DE PANAY ... 4th May

LEGASPI ... 25th June

The steamers of this Company are all classed 100 A1 at Lloyd's

and are fitted with every modern convenience for comfort and safety

of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply:-

BOTELHO BROS.

Tel. 1351.

O. D. BARRETTO Ltd., 29, Central Avenue, B. C. CANTON.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through passage rates to Europe via America C. 5405, G. 5420, G. 5440

KAGA MARU ... Monday, 1st June, at 11 a.m.

IYO MARU ... Friday, 26th June, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HAKOZAKI MARU ... Saturday, 6th June.

HAKUSAN MARU ... Saturday, 20th June, at 11 a.m.

HAMBURG via LONDON & ROTTERDAM & Ports.

MATSUYE MARU ... Monday, 8th June.

MATSUMOTO MARU ... Friday, 10th July.

LIVERPOOL via ADEN & MARSEILLES.

TAKIMA MARU ... Friday, 12th June.

LYONS MARU ... Wednesday, 15th July.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 24th June, at 11 a.m.

AKI MARU ... Wednesday, 22nd July, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Saturday, 6th June.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU (Calls D. Bay & P.E.) Saturday 8th July.

BOMBAY via Singapore & Colombo.

SADO MARU ... Tuesday, 9th June.

CALCUTTA via Singapore, Penang & Rangoon.

HAKODATE MARU (Omit Rangoon) ... Saturday, 30th May.

AKITA MARU ... Wednesday, 3rd June.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 18th June.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU (Moji direct) ... Monday, 1st June.

MURORAN MARU ... Tuesday, 2nd June.

KITANO MARU ... Wednesday, 17th June.

TAMBA MARU ... Saturday, 20th June.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

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COAST SHIPPING.

THE BANK LINE LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. KATUNA via Suez Canal 19th June.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

S.S. BIRCHBANK via Suez Canal 30th June.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. SUTTON HALL 11th June

For Havre, London, Rotterdam & Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. SURAT Sails Hongkong End July

Loading for Mauritius, Delagoa Bay, Durban, East London,
 Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
 Through bills of lading issued to Beira, Quilimane, Ibo,
 Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,
 Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis
 Bay, & Madagascar.

For freight or passage on any of the above Lines. Apply to:-

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN ORIENTAL LINE.**"CHANGSHA."**

Due Hongkong 1st June.

Will be Despatch'd on 6th. June, at 4 p.m.

MANILA, PORT BANGA, THURSDAY ISLAND & AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANNIAN PORTS

Excellent First and Second Class Passenger Accommodation at REDUCED RATES.

Sailing Subject to Alteration.

For Freight and Passage, apply to:-

BUTTERFIELD & SWIRE.

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HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL,
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS, LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL.
THE PREMIER HOTEL KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each floor.
Tel. K. 609 and K. 608, Cable address: "KOWLOON, Hongkong."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Tel. Central 373. Telegraphic Address "Victoria"
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

COMFORT-FOOD-MUSIC-DANCING

Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe Singapore". **ARTHUR E. ODELL,**
Telephone 2740. Managing Director.

THE CORONET

D.W. GRIFFITH presents
THE WHITE ROSE
The White Rose That Turned
Crimson
and then became pure white once more. A
story as big as love itself. As big as joy. Big
as ennobling tears. A love story baring the
innermost secrets of a lover's heart. A true
story of real life about
A Girl Who Couldn't Stop Loving

TO-DAY at 2.30, 5 sharp, 7.15 and 9.30.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE
FOR NOTICES UNDER THIS HEADING

St. Andrew's Church, Kowloon,
Whitsun Day, 8.15 a.m., Holy
Communion, 11 a.m., Morning
Prayer, and Holy Communion.
Preacher, Rev. G. E. Arrowsmith,
M. A. 6 p.m., Evening Prayer,
and Holy Communion. Preacher:
The Vicar. The Choir will

render the anthem "Come, Holy
Ghost" (Attwood).
Wesleyan Methodist Church, Wan-
chal, Sunday, May 31. Divine
Service at 10.15 a.m. and 6 p.m.,
conducted by Rev. Henry S. F.
Rossiter. Morning Subject:—
"Floodtime". Evening Subject:—
"The Wisdom of Folly". 8 p.m.
Chaplain's Meeting at Sailors'
and Soldiers' Home, Arsenal
Street.

PASSENGERS DEPARTED.

For an Empress of Russia for
Vancouver, via ports May 29.—Miss
Ghays Archer, Father C. van Aport,
Mr. K. Akashi, Mrs. L. Boyes and
2 sons, Mr. A. Buchanan, Mr. and
Mrs. R. S. Breton, Mr. J. A. Blake,
Mrs. M. Brennan, Mr. H. A. Bigelow,
Miss Alice Bradley, Mr. F. W. Bar-
nes, Mr. F. S. Brockman, Mr.
F. H. Brown, Mr. and Mrs. H. E.
Bradley, Mr. J. H. Backhouse, Mr.
W. Brown, Mr. Chang Tsy-yong, Mr.
Chun Chee-ping, Mr. D. E. Commis-
ariat, Mrs. C. H. Chen, Mrs. R.
Chuan and daughter, Mr. F. P. Col-
lantes, Mr. Chu Jockwan, Mrs. F.
Castevens and daughter, Mr. R.
Chan, Miss S. H. Chan, Mr. J. del
Castillo, Mr. Chan Chee-wan, Mrs.
John W. Craig, Mr. and Mrs. Chang
Fat and family, Mr. Chan Wing-to,
Mrs. Cheng Wan-yu, Mrs. S. F.
Chang, Mr. Y. T. Chang, Major and
Mrs. E. Carrion, Miss M. Carrion,
Miss E. Carrion, Mr. J. P. Concep-
cion, Mr. Chan Nam-sang, Miss Dang
Shue-yu, Mrs. T. J. Doyle and son,
Mrs. J. N. Dalton, Miss L. Dinger,
Mr. and Mrs. I. Debourgo, Mrs. R.
Erdman, Capt. E. H. W. Elkington,
Mr. K. Echiro, Mr. and Mrs. C. I.
Ellis and family, Mr. J. Freeman,
Mr. N. Fujii, Mr. O. Funne, Miss Y.
Fujimoto, Mr. K. Fudo, Mr. Henry
Sorg Frank, Mrs. Geo. Ketchuy,
Mr. Goon-Fon-jou, Mr. T. Goshio,
Mrs. E. D. Gibb, Mr. H. J. Gwythe,
Mr. F. Gates, Dr. and Mrs. C. E.
Guthrie and family, Mr. A. Hobert,
Mr. C. R. Has, Miss A. S. Hill, Mr.
T. Hazne, Mr. A. F. Hara, Mr. Hung
Foo-san, Mr. M. Heigere, Mr. S. W.
Hee, Mrs. G. C. Hitchcock, Mrs. W. A.
Hicks and 2 children, Mr. R. Renton
Hind, Mr. F. Hamowy, Mr. K. Y. Ip,
Mrs. B. Jeffries, Mr. K. Juro, Mr.
T. Jiro, Mr. S. T. King, Mr. K.
Kanyiro, Capt. E. R. M. Kirkpatrick,
Mr. K. Kayno, Mr. F. Kojima, Mr.
T. Kessoku, Mrs. E. H. Krueger,
Mr. M. W. Koyre, Dr. S. Kishi, Mr.
S. Kong, Mr. G. Kagoshima, Mr.
R. H. Kumeshta, Mr. Lum D. York,
Mr. Lum Chan Pau, Mr. Lee Sui-moi,
Mr. C. Y. S. Lee, Mr. Y. Geo. Lee
Kum, Mr. S. Lopez, Mr. Lau Po-yu,
Mr. Ladniff, Mr. and Mrs. A. C.
Lambe, Mr. and Mrs. A. Laimel and
family, Mr. Low Yue-lan, Mr. and
Mrs. Li Kuen-tuok and son, Mrs.
R. J. Leutker, Mr. C. L. M. Ma,
Miss L. Martins, Mr. Mark Cheung,
Mr. S. Masumi, Mr. E. Matsutaro,
Mr. T. Mitsui, Mr. T. Michikata,
Rev. E. Martinez, Mr. K. Morita,
Mrs. S. Madar, Mrs. H. W. Morris-
sey and family, Mr. S. Miyaki, Mrs.
Ma, Mr. F. Matsumoto, Mr. F. S.
Machado, Mr. J. Findlay Miller, Mrs.
B. R. Murphy, Mrs. H. J. Naft, Mr.
W. Nakao, Mr. K. Noroi, Dr. S. A.
Nicholson, Mr. A. Neves, Mr. S.
Nakane, Mr. and Mrs. S. Ohmori and
family, Mr. E. Onishi, Commr. and
Mrs. J. Parker, Mr. L. N. Pei, Mr.
Eldon Potter, Miss S. Padillo, Mr.
S. J. Robotham, Mrs. F. W. Roberts
and daughter, Miss E. C. Reid, Mr.
H. A. Royer, Mr. A. Ross, Mrs. E.
Sharpe, Mrs. W. D. Sampson, Mr.
I. Sakamoto, Mr. A. P. Scott, Mr.
W. G. Simpson, Col. and Mrs. J. F.
Siler, Mrs. A. Staton, Mr. and Mrs.
R. Shilling, Mrs. S. Simmons, Mr. K.
Sato, Mr. R. S. Smith and daughter,
Mr. and Mrs. F. Shipp, Mr. G. V.
Surr, Mr. S. Suzuki, Mrs. E. P.
Speight, Mr. H. P. Surrey, Mr. K.
Torii, Mr. Ju Tutching, Mr. Tam
Hun-kwong, Mr. S. Thomas, Mr. Tam
Poo-tin, Mr. and Mrs. Tong Kue-
hys, Mr. M. Taji, Miss S. Toda, Mr.
Titus, Mr. G. Takase, Mr. E. A.
Thoumi, Mr. M. Uyemura, Mr. S. J.
Ujihara, Mr. V. F. Vicenjes, Mr. J.
R. Vaquez, Mrs. F. Viera, Mr.
Pancho Villa, Mr. Wong Mun-bor,
Mr. T. Y. Wong, Mrs. W. P. Woods,
Miss O. Williams, Mr. Wong Wa-fay,
Mr. Wong Lai-kwan, Mr. Wu Tse-
chiang, Mrs. Wong and daughter,
Mr. Wong Shing-cheong, Mr. Wong
Min-hing, Mrs. D. A. Weaver, Mrs.
E. F. Wooldridge, Mr. Yick Pak-kwai,
Mr. Yung Wing-kwong, Mr. and Mrs.
Ko Cheng-yeh and family, Mr. N.
Yutaka, Mr. Geo. W. Yipp and Dr.
A. Yates.

St. Peter's Church, West Point.—
31st May, 1925. Whitsunday.
8 a.m. Holy Communion; 11 a.m.
Choral Eucharist and Sermon.
Preacher: Rev. T. B. Powell,
M.A.

Union Church, Jordan Road, Kow-
loon, Sunday, Morning Service
11 a.m. Evening Service, 6 p.m.
Sunday School 2.45 p.m.
Preacher at both services: Rev.
Horace Johnston, B.A. Soloist
at Evening Service: Mrs. Davis.

Union Church, Kennedy Road.
Sunday 31st May, 1925. Morn-
ing Service at 11 o'clock, Hymns
241, 272, 232, 270. Anthem "O
Dayspring". Evening Service at
6 o'clock, Hymns 680, 282, 271,
449, 675. P. S. A. Men's Meeting at
4 o'clock. Preacher, Rev. Alex
Baxter of Canton.

First Church of Christ, Scientist,
Macdonnell Road, below Bowen
Road Tram Station. Sunday
11.15 a.m. Wednesday, 5.30 p.m.
Reading Room open Tuesday
and Friday, mornings 10 to 12.

SHARE QUOTATIONS.

Stock Exchange.		Sharebrokers' Association.	
H.K. & S. Bank	n. 1290	b. 1295	
(London)	a. 2140	b. 2140	
Chartered Bank	a. 220 1/2	b. 221 1/2	
Mercantile Bank A & E	b. 229 1/2	b. 229 1/2	
Mercantile Bank C	b. 215 1/2	b. 215 1/2	
P. & O. Bank	a. 211 1/2	b. 211 1/2	
Bank of E. Asia	n. 97 1/2	b. 100	
Marine Insurances.			
Canton	n. 750	b. 760	
China Underwriters	b. 33	b. 33 3/4	385 1/4 00
North China	a. 140	b. 140	
Union	b. 60	b. 60	
Xangtze	b. 60	b. 60	
Fire Insurances.			
China Fire	b. 200	b. 190	
H.K. Fire	b. 670	b. 670	
Shipping.			
Douglace	a. 54	b. 52	
H.K. Steamboats	a. 38 1/2	b. 38 1/2	
H.H. Tugs	a. 43	b. 44	
Indos (Prof.)	a. 100	b. 100	
Indos Def. Lou/Reg.	a. 100	b. 120	
Indos Def. H.K. Reg.	a. 84	b. 85 1/2	
Shells	b. 82	b. 83	84
Ferries	b. 171	b. 171	
Water-boats	n. 255	b. 255	
Oriental Navigation	n. 255	b. 255	
Refineries.			
China Sugars	a. 58	b. 58	
Malabon	a. 51	b. 51 1/2	
Mining.			
Benguel Consol.	n. 24	b. 24	
Kailan	b. 60 1/2	b. 60 1/2	57 1/2
Langkats Combined	b. 26 1/2	b. 26 1/2	25
S'ha Explor. New Issue	b. 5 1/2	b. 5 1/2	5 1/2
Rauha	a. 23	b. 23	31
Tronohs	n. 54 1/2	b. 54 1/2	54 1/2
Ural Caspians	n. 8 1/2	b. 8 1/2	
Docks Wharves, Godowns &c.			
H.K. Wharves	b. 180	b. 190	190 1/2
K. Docks	b. 115	b. 115 1/2	115 1/2 1/4 1/4
Hongkong Wharves	b. 230	b. 230	
New Engineering	b. 91	b. 91	
Shanghai Docks	b. 135	b. 137	
Lands, Hotels & Buildings.			
H.K. Hotels (cum rts.)	a. 143	b. 144	144
Do. (New Prem.)	a. 80cts.	b. 80cts.	
H.K. Developments	a. 81	b. 81	
H.K. Lands	a. 5	b. 5	
H.K. Realty	b. 24 1/2	b. 24 1/2	
H.K. Territories	b. 10 1/2	b. 10 1/2	
Humphreys Estate	b. 150	b. 150	
Princes Building	a. 11 1/2	b. 11 1/2	
Ewo Cottons	n. 3.90	b. 3.90	
Oriental	n. 57	b. 57	
Shanghai Cottons Old	n. 31	b. 31	
Shanghai Cottons New	n. 31	b. 31	
Cotton Mills.			
Canton Ices	n. 74	b. 74	
Cements (cum rts.)	n. 21	b. 21 1/2	
Do. (New Prem.)	n. 27	b. 27 1/2	
Do. (Com.)	n. 27	b. 27 1/2	
China Buses	n. 144 1/2	b. 144 1/2	
China Light	n. 22 1/2	b. 22 1/2	
Do. New	n. 22	b. 22	
Do. (Com.)	n. 32 1/2	b. 32 1/2	
China Providents Old	n. 15	b. 15 1/2	
Do. New	n. 14	b. 14 1/2	
Constructions	b. 44	b. 44 1/2	44 1/2
Dairy Farms	b. 26 1/2	b. 26 1/2	
Der A Wing (l.p.)	n. 10	b. 10	
Do. (p.p.)	n. 5	b. 5	
Electric H.K.	a. 80	b. 81	
Electric Macao	n. 42	b. 42	
Hongkong Ropes Old	n. 16	b. 16 1/2	
H.K. Ropes (New) Prem.	n. 10 1/2	b. 10 1/2	
Ropes (Combined)	n. 52	b. 52 1/2	
Hongkong Tramways	n. 40 1/2	b. 40 1/2	
Lane Crawford	n. 17	b. 17	
Mackintosh	n. 21 1/2	b. 21 1/2	
Peak Trans. Old	n. 24	b. 24	
Peak Trans. New	n. 94	b. 94	
Sinceres	n. 135	b. 135	
Taxis	b. 6 1/2	b. 6 1/2	
Watsons Old	n. 23 1/2	b. 23 1/2	
Do. New	n. 21 1/2	b. 21 1/2	
Wm. Powell	a. 14 1/2	b. 14 1/2	
Nanyang Tob.	n. 14 1/2	b. 14 1/2	
Hongkong May 30, 1925.			

SHIPPING NEWS.

The following local shipping and mail intelligence has been
corrected to noon to-day:

Impending Departures.				
(Compiled from our Shipping Advertisements.)				
Vessel	Agents	Destination	Sailing	May.
Ming-sheng	J M & Co.	Hohow	31st	June
Tai-sheng	J M & Co.	Swatow	31st	
Rhexoner	B & S	Marseilles	1st	
Automedon	B & S	Glasgow	1st	
Kaga Maru	N Y K	Yokohama	1st	
Haryuna Maru	N Y K	Bangkok	2nd	
Han-pang	J M & Co.	Amoy	2nd	
Han-ching	J M & Co.	Calcutta	2nd	
Taira	P & O	Swatow	2nd	
Foehing	J M & Co.	Rangoon	3rd	
Akita Maru	N Y K	Hamburg	3rd	
Nagoya	P & O	Malbourne	3rd	
Tanda	P & O	Calcutta	4th	
Kumsang	J M & Co.	Calcutta	4th	
Kutsang	J M & Co.	Moji	4th	

LAST CHANCE TO SEE

THE BEAUTIFUL SCREEN STAR

ANITA STEWART

in

"THE LOVE PIKER"

A play that scales the heights of stirring emotions and sweeps
on to a climax of breathless intensity. It has heart interest,
pathos and comedy.

FINAL SHOW TO-DAY, 5.15 and 9.15 p.m.

Don't Fail To See It

STARTING TOMORROW, 6 and 9.15 p.m.

An interesting drama with an excellent cast

"THE TRIFLERS"

with MAE BUSCH, FRANK MAYO, ELLIOTT DEXTER,
EVA NOVAK, WALTER TIERS and LEE MORAN

It's amusing, it's dramatic, it's marvelous Entertainment.

USUAL PRICES

TO-DAY THU MONDAY, 2.30 and 7.15 p.m.

THE FIRST AND BEST CHINESE COMEDY

"MAGICAL MONK"

Also MACK SENNETT in

"MARRIED LIFE"

WORLD THEATRE

ENTERTAINMENTS

THE [STAR]



CARL LAEMMLE
Presents

THE ROSE OF PARIS

Starring

Mary Philbin

with JOHN SAINPOLIS, ROBT CAIN, EDWIN J. BRADY, DOROTHY REVER

TO-DAY

AT

5.30 and 9.15 p.m.

TO-MORROW ONLY

at 6.00 & 9.15 p.m.

JACK DEMPSEY

in

"ALL SWELLS ON THE OCEAN."

CHARLES RAY

in

"THE VILLAGE SLEUTH"

and

CHARLIE CHAPLIN

in

"EASY STREET."

QUEEN'S THEATRE

TO-DAY at 2.30, 5.00 sharp, 7.15 & 9.15 p.m.

TO-MORROW (SUNDAY) at 6 & 9.15 p.m. only.

The Greatest Love Story of all Time

METRO PICTURES CORPORATION

presents

LILLIAN GISH

You sympathized with her in "The Birth of a Nation." You suffered with her in "Hearts of the World." You cried over her in "Orphans of the Storm." You cheered her in "Way Down East."

Now when you see her in HENRY KING'S production of

"THE WHITE SISTER"

You will be thrilled, captivated and exalted as never before

With Special Musical Score

Prices of Admission:

At 5, 6 & 9.15 p.m.: \$2, \$1.20 & 80 cts.

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Franklin at 11, Ice House Street, in the City of Victoria Hongkong.